SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

SOUTHERN SAFETY PACIFIC

34

TIME TABLE

FOR THE

SALT LAKE DIVISION

To Take Effect Sunday, September 15, 1929, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER, *General Manager.*

R. L. RUBY, *Superintendent of Transportation.*

T. AHERN, *Assistant General Manager*

C. F. DONNATIN, *Superintendent.*

EASTWARD — SPARKS SUB-DIVISION — WESTWARD

Time Table No. 34

September 15, 1929

EASTWARD

Capacity of sidings in car lengths.	264 Manifest Freight (Second Class)	292 Freight (Second Class)	284 Freight (Second Class)	262 Manifest Freight (Second Class)	276 Freight (Second Class)	268 Freight (Second Class)	20 Pacific Limited (First Class)	24 Tonopah Express Mixed (First Class)	10 Salt Lake (First Class)	22 Gold Coast (First Class)	2 Overland Limited (First Class)	32 Passenger (First Class)	28 San Francisco Limited (First Class)	Distance from San Francisco	STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard PFWYTBK		5.00PM	**10.42**AM		**6.00**AM	12.01AM	9.40PM	6.55PM	9.10AM	7.10AM	7.05AM	6.30AM	3.50AM	246.2	TO-R SPARKS
N S 85—50 P		5.10	10.50		6.08	12.11	**9.50**	**7.06**	f 9.16	7.16	7.11	6.35	3.56	249.1	VISTA
50—98 P		5.18	10.58		6.16	12.20	**10.04**	7.17	f 9.22	7.21	7.16	6.41	4.02	253.1	HAFED
50—94 PW		5.26	11.07		6.23	12.30	10.15	7.25	f 9.28	7.26	7.21	6.46	4.08	257.3	DITHO
50—79 P		5.34	11.15		6.32	12.40	10.22	7.33	f 9.36	7.32	7.27	6.52	4.15	262.1	TO CLARK
83—50 P		5.42	11.23		6.40	12.50	**10.29**	7.46	f 9.43	7.38	7.33	6.58	4.21	266.7	THISBE
P									f					269.3	DERBY
96—46 PW		5.50	11.31		6.48	1.00	10.35	7.58	f 9.50	7.44	7.39	7.04	4.27	271.4	GILPIN
183—41 PY	6.30PM	**6.10**	11.40	8.30AM	6.56	**1.10**	**10.52**	s 8.08	s **10.02**	7.50	7.45	s 7.10AM	4.34	276.1	TO-R FERNLEY
49—98 P	6.45	6.20	11.48	8.42	7.04	1.19	11.03	8.16	f 10.11	7.55	7.50		4.39	280.4	ARGO
80—52 P	7.00	6.28	11.56AM	8.50	7.12	1.26	11.08	8.23	f 10.17	8.00	7.55		4.44	284.4	PATNA
Yard PFWYTBK	7.15	6.35	12.05PM	9.15	7.20	1.33	f 11.18	s 8.30PM	s 10.34	f 8.10	8.00		**4.52**	288.1	TO-R HAZEN
50 102 PW	7.35	6.55	12.27	**9.40**	7.35	1.51	11.26		f 10.42	8.17	8.07		4.59	292.5	MASSIE
50—50 P	7.45	7.05	12.37	9.50	7.43	2.00	11.32		f 10.51	8.23	8.13		5.06	297.4	FALAIS
80—50 P	7.55	7.13	12.45	9.58	7.51	2.08	11.38		f 10.59	8.29	8.19		5.12	302.0	UPSAL
52—52 P	8.05	7.21	12.53	10.06	7.59	2.16	11.44		f 11.07	8.35	8.25		5.18	306.8	DESERT
81—50 PW	**8.29**	7.29	1.02	10.15	8.07	2.30	11.50		f 11.16	8.41	8.31		5.25	311.7	TO PARRAN
50—50 P	8.44	7.37	1.10	10.23	8.14	2.39	11.56PM		f 11.24	8.46	8.36		5.31	316.1	HUXLEY
50—98 P	**9.02**	7.44	1.18	10.31	8.20	2.47	12.01AM		f 11.30	8.51	8.40		5.36	320.0	OCALA
50—98 P	9.12	7.52	1.26	10.39	8.27	2.55	12.06		f 11.37	**9.02**	8.45		5.42	324.2	MIRIAM
55—93 P	9.22	**8.05**	1.34	10.47	8.34	3.03	12.12		f 11.44	9.12	**8.54**		5.48	328.4	TOY
102 P	**9.40**	8.13	1.41	10.54	**8.50** / **9.00**	3.10	12.16		f 11.51	9.16	**9.00**		5.52	331.8	TOULON
102 P	9.50	8.20	1.49	11.02	9.10	3.18	12.22		f 11.57AM	9.22	9.06		5.57	336.4	GRANITE PT.
80 PY	10.00	**8.36**	1.57	11.10	**9.27**	**3.36**	12.27		f 12.03PM	**9.27**	9.11		6.02	340.5	PERTH
155—80 PW	10.10	8.55	2.23	11.30	9.45	4.00	f 12.35		s 12.12	f 9.32	9.16		6.10	344.3	TO LOVELOCK
81 PW	10.30	**9.12**	2.38	11.45	10.00	4.15	12.44		f 12.25	9.45	9.25		6.19	349.0	KODAK
69—70 P	10.50	9.30	2.53	11.59AM	10.15	4.30	12.51		f 12.33	9.52	9.31		6.26	353.2	WOOLSEY
40—73 W	11.10	9.50	3.13	12.17PM	10.35	4.50	12.59		s 12.45	10.01	9.38		6.34	357.8	TO-R OREANA
127 center P	11.40PM	10.20	3.43	12.45	11.05	5.20	1.11		f 1.04	10.12	9.49		6.44	366.0	RYE PATCH
									f					372.6	VALERY (Spur)
134 center PW	12.05AM	10.47	4.10	**1.19**	11.32	5.47	1.24		f **1.19**	10.25	10.01		6.57	377.0	HUMBOLDT
Yard PFWYTBK	12.25AM	11.05PM	4.30PM	1.45PM	11.50AM	6.01AM	s 1.35AM		s 1.30PM	s 10.35AM	10.10AM		s 7.07AM	384.1	TO-R IMLAY
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(5.55)	(6.05)	(5.48)	(5.15)	(5.50)	(6.00)	(3.55)	(1.35)	(4.20)	(3.25)	(3.05)	(0.40)	(3.17)		Time over District
	18.28	22.66	23.77	20.60	23.64	22.98	35.20	26.46	31.86	40.11	44.72	44.85	42.00		Average speed per Hour

WESTWARD

STATIONS	Miles between stations	Distance from Imlay	19 Pacific Limited (First Class)	1 Overland Limited (First Class)	23 San Francisco Passenger Mixed (First Class)	31 Passenger (First Class)	21 Gold Coast (First Class)	27 San Francisco Limited (First Class)	9 Fast Mail (First Class)	263 Manifest Freight (Third Class)
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SPARKS		s 138.1	s **6.00**AM	s **10.42**AM	s 7.15PM	s 10.00PM	s 10.20PM	s 11.05PM	s 11.40PM	
VISTA	2.9	135.2	5.52	10.36	f **7.06**	**9.50**	10.12	10.57	11.34	
HAFED	4.0	131.2	5.46	10.31	f 6.57	9.40	**10.04**	10.52	11.29	
DITHO	4.2	127.0	5.41	10.26	f 6.48	9.35	9.57	10.47	11.22	
TO CLARK	4.8	122.2	5.34	10.20	f 6.39	9.29	9.50	10.40	11.14	
THISBE	4.6	117.6	5.27	10.14	f 6.30	9.23	9.44	**10.29**	11.07	
DERBY	2.6	115.0			f					
GILPIN	2.1	112.9	5.20	10.08	f 6.20	9.17	9.37	10.14	10.59	
TO-R FERNLEY	4.7	108.2	5.13	**10.02**	s **6.10**	9.10PM	9.30	10.07	**10.52**	**1.10**AM
ARGO	4.3	103.9	5.07	9.56	6.00		9.23	10.02	10.46	12.57
PATNA	4.0	99.9	5.02	9.51	5.52		9.18	9.57	10.41	12.45
TO-R HAZEN	3.7	96.2	f **4.52**	9.46	5.40PM		s 9.10	9.50	10.36	12.30AM
MASSIE	4.4	91.8	4.38	**9.40**			f 8.58	9.38	10.30	
FALAIS	4.9	86.9	4.31	9.34			f 8.51	9.31	10.24	
UPSAL	4.6	82.3	4.25	9.28			f 8.44	9.25	10.18	
DESERT	4.8	77.5	4.19	9.22			f 8.37	9.19	10.12	
TO PARRAN	4.9	72.6	4.13	9.16			f **8.29**	9.13	10.06	
HUXLEY	4.4	68.2	4.07	9.11			f 8.22	9.07	10.00	
OCALA	3.9	64.3	4.02	9.07			f 8.17	**9.02**	9.55	
MIRIAM	4.2	60.1	3.57	**9.02**			f 8.11	8.57	9.50	
TOY	4.2	55.9	3.52	**8.54**			f **8.05**	8.52	9.45	
TOULON	3.4	52.5	3.47	**8.50**			f 7.59	8.47	**9.40**	
GRANITE PT.	4.6	47.9	3.41	8.44			f 7.53	8.41	9.34	
PERTH	4.1	43.8	**3.36**	8.38			f 7.47	**8.36**	9.29	
TO LOVELOCK	3.8	40.0	f 3.31	8.27			s 7.41	8.31	9.23	
KODAK	4.7	35.3	3.23	8.20			f 7.29	8.23	**9.12**	
WOOLSEY	4.2	31.1	3.17	8.14			f 7.23	8.17	9.06	
TO-R OREANA	4.6	E.B. 26.3 / W.B. 26.5	3.11	8.08			f 7.16	8.11	8.59	
RYE PATCH	8.2	18.1 / 18.3	3.00	7.57			f 7.04	8.00	8.48	
VALERY (Spur)	6.8	11.5 / 11.5					f			
HUMBOLDT	4.4	7.1 / 7.1	2.47	7.44			f 6.47	7.47	8.35	
TO-R IMLAY	7.1	0.0 / 0.0	2.35AM	7.27AM			6.35PM	7.35PM	8.19PM	
138.1		137.9 / 138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			(3.25)	(3.15)	(1.35)	(0.50)	(3.45)	(3.30)	(3.21)	(0.40)
Average speed per Hour			40.41	42.49	26 46	35.88	36.80	39.46	41.22	18.00

Block Signals: Sparks to Imlay. Double Track: Oreana to Imlay.

Westward trains are superior to trains of the same class in the opposite direction.

The track north of the main track at Vista, Thisbe, Gilpin, Patna, Upsal and Parran and the track south of the main track at Hafed, Ditho, Clark, Argo, Massie, Ocala, Miriam and Toy is the siding and the second paragraph of Rule 5 applies at the switches of these tracks. Schedule time and train orders apply at the end of double track at Oreana.

See special instructions concerning use of track paralleling main track between Sparks and Vista.

NO. 32 WILL HEAD AROUND WYE AT FERNLEY AND NOT GO TO STATION.

NO. 31 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION, THEN HEAD OUT AT WEST END OF SIDING.

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
2 & 28	Any Station	Cheyenne
9	Lovelock	For any Station where No. 9 is scheduled to stop
21	Fernley	Sacramento
24	Any Station	South of Hazen
22	Any Station	Revenue Passenger Ogden and beyond.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
1-27	Any Station	Cheyenne
9	Lovelock, Hazen, when more mail than can be hung on mail crane	
9	Lovelock	Any Station where No. 9 is scheduled to stop
21	Fernley	Any Station

Capacity of sidings in car lengths.	280 Freight	292 Freight	276 Freight	314 Local Freight	258 Freight	10 Salt Lake	22 Gold Coast	42 Overland Limited	28 San Francisco Limited	20 Pacific Limited	Distance from San Francisco	Time Table No. 34 September 15, 1929 STATIONS	Distance from Carlin	1 Overland Limited	3 Western Pacific Pacific Express	21 Gold Coast	27 San Francisco Limited	41 Western Pacific Scenic Limited	9 Fast Mail	19 Pacific Limited	61 Western Pacific Fast Freight
	SECOND CLASS					FIRST CLASS								FIRST CLASS							SECOND CLASS
	Leave Daily	Leave Daily	Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard PFWYTBK	7.20 PM	12.45 PM	6.30 AM	5.40 AM	12.20 AM	1.40 PM	10.40 AM	10.10 AM	7.12 AM	1.40 AM	384.1	TO-R IMLAY (4.6)	150.2	s 7.27 AM		s 6.30 PM	s 7.30 PM		s 8.19 PM	s 2.30 AM	
P						s 1.50	10.50	10.18	7.20	1.50	388.7	MILL CITY (8.3)	145.6	7.21		f 6.22	7.22		8.13	2.22	
127 Center W						f 2.05	11.02	10.28	7.32	2.02	397.0	COSGRAVE (9.6)	137.3	7.12		f 6.10	7.11		8.04	2.11	
N 40 S P	8.10	1.35	7.20	6.40	1.10	f 2.21	11.17	10.41	7.45	2.15	406.6 / 406.8	TO-R ROSE CREEK (5.3)	127.7	7.02		f 5.57	6.57		7.54	1.57	
100 P	8.20	1.45	7.30	6.56	1.20	f 2.29	11.25	10.49	7.53	2.23	412.1	BENIN (5.2)	122.4	6.56		f 5.50	6.50		7.48	1.50	
93—105 PW	8.31	1.56	7.41	7.15 / 8.01	1.42	s 2.47	s 11.36	10.56	8.01	2.31	417.3	TO WINNEMUCCA (3.6)	117.2	6.49		s 5.42	6.43		7.42	f 1.42	
PI	8.41 PM	2.03 PM	7.48 AM	8.10 AM	1.50 AM	2.54 PM	11.43 AM	11.03 AM	8.08 AM	2.38 AM	420.9	TO-R WESO (2.4)	113.6	6.44	f 10.52 AM	f 5.31	6.38	7.28 PM	7.37	1.32	3.00 AM
101 P											423.3	TULE (5.6)	111.2	6.40	f 10.46	f 5.28	6.34	7.22	7.34	1.28	2.50
80 P											428.9	EGLON (5.1)	105.6	6.33	f 10.39	f 5.21	6.27	7.14	7.27	1.21	2.35
92 PW											434.0	TO GOLCONDA (5.3)	100.5	6.26	s 10.32	s 5.14	6.21	7.08	7.21	1.14	2.20
P											439.3	PREBLE (Spur) (4.2)	95.2	6.20	f 10.22	f 5.06	6.14	7.02	7.15	1.07	2.05
P											443.5	COMUS (Spur) (4.6)	91.0	6.15	f 10.15	f 5.01	6.09	6.57	7.10	1.01	1.50
51—51 P											448.1	IRON POINT (4.6)	86.4	6.10	f 10.08	f 4.55	6.03	6.52	7.05	12.55	1.35
P											452.7	HERRIN (Spur) (4.7)	81.8	6.05	f 10.01	f 4.49	5.57	6.46	6.59	12.49	1.24
P											457.4	STONE HOUSE (Spur) (3.9)	77.1	6.00	f 9.54	f 4.43	5.51	6.41	6.54	12.43	1.13
91 PFW											461.3	VALMY (5.0)	73.2	5.56	f 9.48	f 4.38	5.46	6.36	6.50	12.38	1.05
100 P											466.3	MOTE (4.6)	68.2	5.50	f 9.40	f 4.31	5.40	6.30	6.44	12.32	12.55
71 P											470.9	PIUTE (4.9)	63.6	5.45	f 9.33	f 4.25	5.34	6.24	6.39	12.26	12.45
71— PW											475.8	TO BATTLE MOUNTAIN (6.2)	58.7	5.39	s 9.26	s 4.18	5.28	s 6.18	6.33	f 12.20	12.35
71 P											482.0	ROSNY (5.7)	52.5	5.31	f 9.13	f 4.08	5.20	6.08	6.24	12.12	12.20
68 P											487.7	ARGENTA (5.2)	46.8	5.25	f 9.06	f 4.01	5.13	6.02	6.18	12.05 AM	12.05 AM
100 P											492.9	MOSEL (5.6)	41.6	5.19	f 8.59	f 3.54	5.07	5.56	6.12	11.59 PM	11.50 PM
50—50 P											498.5	SHOSHONE (5.2)	36.0	5.13	f 8.52	f 3.47	5.00	5.50	6.06	11.52	11.35
P											503.7	LADOGA (Spur) (4.5)	30.8	5.07	f 8.45	f 3.40	4.54	5.44	6.00	11.45	11.20
98 PW											508.2	TO BEOWAWE (4.5)	26.3	5.02	s 8.38	s 3.33	4.48	5.39	5.55	11.38	11.10
P											512.7	CLURO (Spur) (4.3)	21.8	4.57	f 8.25	f 3.24	4.42	5.34	5.50	11.32	10.50
P											517.0	HARNEY (Spur) (4.6)	17.5	4.51	f 8.18	f 3.18	4.36	5.28	5.44	11.26	10.40
P											521.6	GERALD (Spur) (3.6)	12.9	4.45	f 8.10	f 3.11	4.29	5.22	5.38	11.19	10.25
I											525.2	E. N. Crossing (0.3)	9.3								
I											525.5	E. N. Crossing (0.2)	9.0								
51—55 PW											525.7	TO PALISADE (5.5)	8.8	4.38	s 8.02	s 3.04	4.22	5.15	5.31	11.12	10.10
81 P											531.2	TYROL (3.3)	3.3	4.30	f 7.52	f 2.54	4.14	5.07	5.23	11.04	9.53
Yard PFWTBK											534.5	TO-R CARLIN	0.0	4.24 AM	7.45 AM	2.47 PM	4.07 PM	5.00 PM	5.17 PM	10.57 PM	9.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Tuesday, Thursday, Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District	(1.21)	(1.18)	(1.18)	(2.30)	(1.30)	(1.14)	(1.03)	(0.53)	(0.56)	(0 58)		Time over District		(3.03)	(3.07)	(3.43)	(3.23)	(2.28)	(3.02)	(3.33)	(5.20)
Average speed per hour	27.11	28.15	28.15	14.66	24.40	29.67	34.22	41.43	34.31	38.13		Average speed per hour		49.23	36.44	40.41	44.39	46.05	49.51	42.30	21.32

Double Track (Imlay to Rose Creek). Block Signals.

See Western Pacific Current Timetable for Eastward Southern Pacific schedules between Weso and Carlin.

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
9	Winnemucca	For any station where No. 9 is scheduled to stop.
42 & 28	Any Station	Cheyenne
22	Any Station	Revenue passengers Ogden and beyond.
27 & 28	Winnemucca	To receive and discharge passengers to and from points where these trains are time tabled to stop or stop on flag.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
1 & 27	Any Station	Cheyenne
9	Winnemucca	When more mail than can be hung on mail crane, and to discharge or entrain passengers.

Schedule time and train orders apply at the end of double track at Rose Creek.

Capacity of sidings in car lengths.	292 Freight (Second Class)	276 Freight (Second Class)	258 Freight (Second Class)	280 Freight (Second Class)	10 Salt Lake (First Class)	22 Gold Coast (First Class)	42 Overland Limited (First Class)	28 San Francisco Limited (First Class)	20 Pacific Limited (First Class)	Distance from San Francisco	Time Table No. 34 September 15, 1929 STATIONS	Distance from Montello	1 Overland Limited (First Class)	3 Western Pacific Pacific Express (First Class)	21 Gold Coast (First Class)	27 San Francisco Limited (First Class)	41 Western Pacific Scenic Limited (First Class)	9 Fast Mail (First Class)	19 Pacific Limited (First Class)	61 Western Pacific Fast Freight (Second Class)
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard PFWBKT										534.5	TO-R CARLIN 3.0	127.4	s 4.19AM	s 7.35AM	s 2.35PM	s 4.02PM	s 4.53PM	s 5.12PM	s 10.52PM	9.15PM
N S 79 P										537.5	VIVIAN 2.8	124.4	4.10	f 7.26	f 2.26	3.53	4.44	5.03	10.43	8.59
P										540.3	TONKA (Spur) 4.2	121.6	4.06	f 7.22	f 2.22	3.49	4.40	4.59	10.39	8.50
51— 51 P										544.5	MOLEEN 5.8	117.4	4.01	f 7.16	f 2.16	3.43	4.34	4.54	10.33	8.40
70 P										550.3	AVENEL 4.2	111.6	3.55	f 7.09	f 2.08	3.37	4.27	4.48	10.26	8.23
										554.5	WEST ELKO 1.5	107.4	3.50	7.03	2.02	3.31	4.21	4.43	10.20	8.10PM
50— 88 PW										556.0	TO-R ELKO 4.5	105.9	3.47	7.00 s 6.50	s 1.59	3.28	4.18 s 4.13	4.40	s 10.17	Via WP Yard 7.10PM
81 P										560.5	COIN 4.3	101.4	3.40	f 6.42	f 1.46	3.21		4.33	10.10	6.55
P										564.8	OSINO (Spur) 3.0	97.1	3.34	f 6.35	f 1.40	3.15	4.02	4.27	10.04	6.40
P										567.8	RYNDON (Spur) 5.6	94.1	3.29	f 6.29	f 1.35	3.09	3.57	4.22	9.57	6.25
87 PW										573.4	ELBURZ 3.3	88.5	3.20	f 6.20	f 1.26	3.00	3.48	4.13	9.48	6.10
99 P										576.7	TO HALLECK 4.5	85.2	3.16	f 6.15	f 1.20	2.55	3.44	4.09	9.43	6.00
81 P										581.2	RASID 4.1	80.7	3.11	f 6.09	f 1.13	2.49	3.39	4.04	9.37	5.45
P										585.3	NATCHEZ (Spur) 4.3	76.6		f 6.04	f 1.08	2.44		3.59	9.32	5.30
113 PW										589.6	TO DEETH 4.8	72.3	3.02	s 5.58	f 1.02	2.38	3.30	3.53	9.26	5.15
P										594.4	NARDI (Spur) 4.7	67.5		f 5.52	f 12.54	2.32		3.47	9.20	5.00
157 P										599.1	TULASCO 4.5	62.8	2.51	f 5.46	f 12.47	2.26	3.19	3.41	9.14	4.45
85 PI	10.34PM	4.53PM	11.00AM	5.31AM	f 8.40PM	4.09PM	3.03PM	12.25PM	7.03AM	603.6	TO-R ALAZON 3.9	58.3	2.46	f 5.40AM	f 12.40	2.20	3.13PM	3.36	9.08	4.30PM
Yard PFWYBK	10.59	5.18	11.25AM	5.51	s 8.52	f 4.18	3.09	12.31	f 7.13	607.5	TO-R WELLS 5.9	54.4	2.41		s 12.33	2.15		3.31	s 9.02	
					f 9.10	4.31	3.21	12.46	7.28	613.4	CEDAR 3.0	48.5			f					
50—106 PY	11.46	6.05	12.15PM	6.34	f 9.20	4.39	3.28	12.53	7.35	616.4	TO-R MOOR 3.7	45.5	2.27		f 12.15	2.01		3.17	8.47	
97— 50 PW	11.55PM	6.14	12.26	6.42	f 9.26	4.44	3.33	12.58	7.40	620.1	ANTHONY 4.0	41.8	2.22		f 12.10	1.56		3.12	8.41	
50— 51 P	12.05AM	6.24	12.36	6.51	f 9.33	4.49	3.38	1.03	7.45	624.1	HOLBORN 3.4	37.8	2.17		f 12.04PM	1.51		3.07	8.35	
50— 97 P	12.14	6.33	12.44	7.00	f 9.38	4.54	3.43	1.09	7.50	627.5	FENELON 4.3	34.4	2.12		f 11.59AM	1.46		3.02	8.30	
97— 51 P	12.23	6.42	12.53	7.09	f 9.45	5.00	3.49	1.15	7.56	631.8	PEQUOP 5.0	30.1	2.06		f 11.52	1.40		2.56	8.24	
50— 50 P	12.34	6.53	1.03	7.21	f 9.53	5.07	3.56	1.22	8.03	636.8	ICARUS 3.8	25.1	2.00		f 11.45	1.34		2.50	8.17	
99 PYWP	12.43	7.02	1.12	7.30	f 9.59	5.12	4.01	1.27	8.08	640.6	TO-R VALLEY PASS 4.2	21.3	1.55		f 11.39	1.28		2.44	8.11	
64 P	1.03	7.22	1.33	7.50	s 10.13	f 5.20	4.06	1.33	f 8.15	644.8	COBRE 5.0	17.1	1.49		s 11.29	1.22		2.38	8.05	
93 center PW				8.24	f 10.22	5.28	4.14	1.41	8.24	649.8	LORAY 3.6	12.1	1.40		f 11.10	1.13		2.29	7.54	
P					f 10.30	5.34	4.20	1.47	8.30	653.4	TIOGA 1.9	8.5	1.34		f 11.04	1.07		2.23	7.48	
P					f					655.3	ULLIN 6.6	6.6								
Yard PFWYBK	2.08AM	8.27PM	2.37PM	9.05AM	s 10.50PM	s 5.48PM	4.34PM	s 2.01PM	s 8.44AM	661.9	TO-R MONTELLO	0.0	1.15AM		10.45AM	12.47PM		2.03PM	7.25PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dail	Leave Daily
	(3.34)	(3.34)	(3.37)	(3.34)	(2.10)	(1.39)	(1.31)	1.36)	(1.41)		Time over District		(3.04)	(1.55)	(3.50)	(3.15)	(1.40)	(3.09)	(3.37)	(4.45)
	16.34	16.34	16.12	16.34	26.90	34.22	38.44	36.43	34.63		Average speed per Hour		41.54	39.44	33.23	39.14	43.63	40.44	35.22	14.54

Block Signals: Carlin to Montello. Double Track: Alazon to Moor; Valley Pass to Montello.

See Western Pacific current timetable for eastward Southern Pacific schedules between Carlin and Alazon.

Westward trains are superior to trains of the same class in the opposite direction.

The track North of the Main Track at Anthony and Pequop and the track south of the Main track at Fenelon is the siding and the second paragraph of Rule 5 applies at the switches of these tracks.

Schedule time and train orders will apply at the end of double track at Moor and Valley Pass.

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
28-42	Any Station	Cheyenne
9	Elko	For any station where No. 9 is scheduled to stop
22	Any Station	Revenue Passengers Ogden and beyond
28-27	Elko	To receive and discharge passengers to and from points where these trains aretimetabledto make regular stops or stop on flag.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
1-27	Any Station	Cheyenne
9	Any Station	Where No. 9 is scheduled to stop.

Capacity of sidings in car lengths	292 Freight (Second Class)	280 Freight (Second Class)	276 Freight (Second Class)	118 Mixed (Second Class)	258 Freight (Second Class)	10 Salt Lake (First Class)	22 Gold Coast (First Class)	2 Overland Limited (First Class)	28 San Francisco Limited (First Class)	20 Pacific Limited (First Class)	Distance from San Francisco	Time Table No. 34 September 15, 1929 STATIONS	Distance from Ogden EB	Distance from Ogden WB	21 Gold Coast (First Class)	27 San Francisco Limited (First Class)	9 Fast Mail (First Class)	19 Pacific Limited (First Class)	1 Overland Limited (First Class)	117 Mixed (Third Class)
	Leave Daily	Leave Daily	Leave Daily	Leave Tues.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon.
Yard PFWYBK	7.05PM	2.40PM	7.10AM	6.00AM	12.15AM	10.55PM	5.53PM	4.34PM	2.06PM	8.49AM	661.9	TO-R MONTELLO (6.4 | 6.4) — Double Track	120.4	121.2	s 10.40AM	s 12.42PM	2.03PM	s 7.20PM	1.15AM	s 5.30PM
N S 91 P				f 6.11		f 11.05	6.01	4.42	2.14	8.57	668.3	TECOMA | TECOMA (6.0 | 2.8)	114.0	114.8	f 10.29	12.33	1.54	7.11	1.06	f 5.08
Grouse 121 P						f 11.15	6.09	4.49	2.21	9.04	674.3	GARTNEY (Spur) | GROUSE (5.5 | 9.5)	108.0	112.0	f 10.25	12.29	1.50	7.07	1.02	—
124—101 PWY	8.05	3.40	8.10	s 6.45AM	1.15	f 11.25	6.17	4.57	2.29	9.12	679.8	TO-R LUCIN (4.7)	102.5		f 10.08	12.16	1.37	6.53	12.49	4.35PM
97— 51 P	8.15	3.50	8.20		1.25	f 11.32	6.23		2.35	9.18	684.5	PIGEON (4.3)	97.8		f 9.58	12.10		6.45		
97— 50 P	8.23	3.58	8.28		1.33	f 11.39	6.29	5.08	2.41	9.24	688.8	TECK (4.4)	93.5		f 9.51	12.04PM	1.27	6.29	12.39	
50— 50 P	8.31	4.06	8.36		1.41	f 11.45	6.35		2.47	9.30	693.2	JACKSON (4.4)	89.1		f 9.45	11.58AM		6.19		
98— 50 P	8.39	4.14	8.44		1.49	f 11.52	6.41	5.19	2.53	9.39	697.6	BEPPO (4.5)	84.7		f 9.39	11.52	1.17	6.13	12.29	
51— 80 PW	8.48	4.23	8.53		2.04	f 11.59PM	6.47		2.59	9.50	702.1	TO LEMAY (4.3)	80.2		f 9.32					
50— 50 P	8.58	4.33	9.03		2.15	f 12.06AM	6.53	5.30	3.05	9.56	706.4	NEWFOUNDLAND (4.7)	75.9		f 9.25	11.43	1.08	6.01	12.20	
50— 50 P	9.06	4.41	9.19		2.23	f 12.15	6.59		3.11	10.02	711.1	GROOME (5.2)	71.2		f 9.19				12.15	
93— 49 P	9.15	4.50	9.30		2.32	f 12.28	7.06	5.42	3.18	10.09	716.3	ALLEN (4.4)	66.0		f 9.12	11.32	12.57	5.42	12.09AM	
100— 51 PY	9.23	4.58	9.38		2.40	f 12.35	7.12		3.24	10.15	720.7	HOGUP (4.6)	61.6		f 9.06			5.31		
98— 51 P	9.31	5.06	9.46		2.48	f 12.42	7.18	5.53	3.30	10.21	725.3	OLNEY (4.7) — Block Signals	57.0		f 8.59	11.21	12.46	5.25	11.58PM	
99— 50 PW	9.42	5.19	9.55		2.59	f 12.50	7.24		3.36	10.27	730.0	STRONGKNOB (5.2)	52.3		f 8.53	11.15	12.40	5.19	11.52	
50—107 PF	9.55	5.32	10.04		3.14	f 1.00	7.32	6.03	3.44	10.36	735.2	TO LAKESIDE (4.8) — Double Track	47.1		f 8.46	11.08	12.33	5.10	11.45	
	10.09	5.46	10.19		3.28	1.11	7.41	6.12	3.55	10.47	740.0	TRESEND (1.1)	42.3		8.36	10.58	12.25	5.00	11.36	
105 P	10.14	5.51	10.24		3.33	1.14	7.44	6.15	3.58	10.55	741.1	ENGLE (3.7)	41.2		8.32	10.55		4.57		
50— 74 P	10.33	6.10	10.43		3.52	f 1.29	7.57	6.28	4.11	11.07	744.8	TO MIDLAKE (5.3)	37.5		f 8.20	10.43	12.10PM	4.45	11.21	
96 P	11.05	6.44	11.10		4.19	f 1.46	8.13	6.44	4.27	11.23	750.1	COLIN (5.1)	32.2		f 8.04	10.27	11.54AM	4.27	11.05	
53— 97 P	11.25	7.02	11.28		4.37	f 1.58	8.25	6.56	4.38	11.34	755.2	SALINE (3.3)	27.1		f 7.52	10.15	11.43	4.11	10.53	
100— 51 PW	11.34	7.09	11.34 / 11.39		4.44	f 2.07	8.30	7.01	4.45	11.39	758.5	TO PROMONTORY PT. (5.2)	23.8		f 7.47	10.11	11.39	4.07	10.49	
P	11.49PM	7.24	11.54AM		4.59	f 2.20	8.40	7.11	4.56	11.51AM	763.7	BAGLEY (Spur) (4.8)	18.6		f 7.37	10.01	11.29	3.57	10.39	
P	12.03AM	7.38	12.08PM		5.13	f 2.31	8.49	7.20	5.05	12.01PM	768.5	LITTLE MOUNTAIN (Spur) (4.0)	13.8		f 7.28	9.52	11.22	3.48	10.30	
91— 51 P	12.10	7.45	12.15		5.20	f 2.37	8.55	7.25	5.10	12.06	772.5	REESE (2.4)	9.8		f 7.23			3.43		
											774.9	CARVER (Spur) (0.6)	7.4							
P	12.16	7.51	12.21		5.26	2.42	9.00	7.30	5.15	12.11	775.5	WEBER JCT (0.8) — Double Track	6.8		7.18	9.43	11.13	3.38	10.21	
128 Center P						f					776.3	WEST WEBER (3.7)	6.0		f					
											780.0	MARRIOTT (Spur) (1.4)	2.3							
											781.4	D. & R. G. Crossing (0.9)	0.9							
Yard PFWTYBK	12.35AM	8.10PM	12.40PM		5.45AM	s 3.00AM	s 9.15PM	s 7.45PM	s 5.30PM	s 12.25PM	782.3	TO-R OGDEN	0.0		7.05AM	9.30AM	11.00AM	3.25PM	10.08PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon.
	(5.30) 21.89	(5.30) 21.89	(5.30) 21.89	(0.45) 23.86	(5.30) 21.89	(4.00) 30.10	(3.22) 35.76	(3.11) 37.82	(3.24) 35.41	(3.36) 33.44		Time over District / Average speed per hour			(3.35) 33.82	(3.12) 37.87	(3.03) 39.19	(3.55) 30.94	(3.07) 38.88	(0.55) 20.50

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the end of double track at Lucin and Lakeside.

Train and Enginemen are subject to rules and regulations of Ogden Union Railway and Depot Co. while in Terminal Yard at Ogden.

The track north of the main track at Reese, Promontory Pt., Strongknob, Hogup, Olney, Allen, Beppo, Teck and Pigeon and the track south of the main track at Saline, Midlake and Lemay is the siding and the second paragraph of Rule 5 applies at the switches of these tracks.

Marriott spur connected to westward track.

Rambo spur MP. 739.3 connected to westward track.

Bagley spur connected with No. 2 track.

Little Mountain spur with No. 2 track on north and main track on south.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
1 & 27	Any Station	Discharge		Cheyenne
2 & 28	Any Station	Receive	Cheyenne	
22	Any Station	Receive	Revenue Passengers Ogden and beyond	

WENDEL SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 184 Susanville Local Freight	EASTWARD SECOND CLASS 260 Manifest Local	EASTWARD FIRST CLASS 32 Passenger	Distance from San Francisco and Wendel		Time Table No. 34 September 15, 1929 STATIONS		Distance from Lakeview	WESTWARD FIRST CLASS 31 Passenger	WESTWARD SECOND CLASS 261 Manifest Freight	WESTWARD SECOND CLASS 259 Manifest Freight	WESTWARD SECOND CLASS 183 Susanville Local Freight
	Leave Daily Ex. Saturday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
183 PYB	9.10 PM	1.30 AM	★7.10 AM	276.1	TO-R	FERNLEY	2.0	237.1	s ★8.55 PM	6.15 PM	8.15 AM	12.45 AM
11 W	9.35	1.45	s 7.15	278.1	TO	WADSWORTH	3.1	235.1	s 8.45	5.48	7.40	12.20
59 Y	10.00	2.03	f **7.23**	281.2		DODGE	9.3	232.0	f 8.38	5.33	**7.23**	12.05 AM
59	10.25	2.25	f 7.37	290.5		NUMANA	5.0	222.7	f 8.23	5.05	6.59	11.40 PM
17	10.40	2.37	f 7.46	295.5		LIBBY	3.9	217.7	f 8.14	4.52	6.48	11.20
61	**11.05**	2.47	f 7.54	299.4		HESLIP	5.4	213.8	f 8.06	4.42	6.40	**11.05**
	11.20		f 8.03	304.8		ROMOLO	3.4	208.4	f 7.56			10.45
59 W	11.40 PM	3.10	f 8.09	308.2		SUTCLIFFE	8.4	205.0	f 7.50	4.22	6.19	10.30
62	12.10 AM	3.31	f 8.22	316.6		BRISTOL	5.2	196.6	f 7.37	4.02	5.59	9.55
29 W	12.35	3.48	f 8.31	321.8		BIG CANYON	4.3	191.4	f 7.29	3.50	5.48	9.39
59	12.55	4.09	f 8.38	326.1		ZENOBIA	6.7	187.1	f 7.22	3.40	5.38	9.17
60	1.15	4.26	f 8.48	332.8		ASTOR	2.8	180.4	f 7.12	3.25	5.23	9.00
59	1.25	4.33	f 8.52	335.6		EASTON	0.8	177.6	f 7.08	3.19	5.18	8.50
	1.35	4.36	f 8.54	336.4		FLANIGAN W. P. Crossing	8.8	176.8	f 7.06	3.15	5.16	8.45
60	1.50	**4.58**	f 9.08	345.2		STACY	9.6	168.0	f 6.52	2.50	**4.58**	8.20
73	2.20	5.35	f 9.22	354.8		AMEDEE	3.9	158.4	f 6.37	2.25	4.38	7.55
38 FWK	2.35 AM	6.00 6.20	s 9.30 9.40	358.7 0.0	TO-R	WENDEL	1.2	154.5	6.30 6.20	2.15 2.00	4.30 4.15	7.45 PM
4		6.26	f 9.47	1.2		HOT SPRINGS	5.9	153.3	f 6.15	1.55	4.08	
27		6.46	f 10.02	7.1		MURRAY	3.1	147.4	f 6.00	1.39	3.48	
			f 10.08	10.2		MOLITOR	6.0	144.2	f 5.54			
28 WP		7.15	s 10.21	16.2		KARLO	8.8	138.2	s 5.41	1.05	3.13	
			f 10.43	25.0		ANTELOPE	4.4	129.4	f 5.19			
12 P		8.25	f 10.53	29.4		HORSE LAKE	4.7	125.0	f 5.08	12.40	2.30	
27 W		8.50	f 11.06	34.1		WAVERLEY	5.4	120.3	f 4.54	12.25	2.10	
26 WP		9.12	s 11.26	39.5		RAVENDALE	6.8	114.9	s 4.40	12.05 PM	1.52	
12		9.37	s **11.41**	46.3		TERMO	7.7	108.1	s 4.26	**11.41** AM	1.30	
			f 11.56 AM	54.0		BROCKMAN	6.5	100.4	f 4.08			
83 WY		**10.25**	s 12.15 PM	60.5	TO	MADELINE	4.5	93.9	s 3.50	**10.25**	12.20 AM	
26		10.50 AM	f 12.27	65.0		SAGE HEN	11.3	89.4	f 3.35	9.50	11.50 PM	
W			f 1.02	76.3		INDIAN CAMP TANK	4.6	78.1	f 2.52	8.50	11.00	
72 Y		12.05 PM	s 1.19	80.9	TO	LIKELY	0.8	73.5	s 2.40	8.20	10.35	
W				81.7		PIT RIVER TANK	2.3	72.8				
3		12.40	f 1.25	84.0		WILLIAMS	1.8	70.4	f 2.33	8.00	10.15	
14		12.50	f 1.28	85.8		BAYLEY	12.0	68.7	f 2.28	7.50	10.05	
16		1.30	f **2.00**	97.8		PAOLA	1.4	56.7	f **2.00**	6.55	9.10	
60 FWY		1.45 PM	2.05	99.2	TO-R	ALTURAS YARD	0.9	55.3	1.55	6.45 AM	9.00 PM	
			s 2.10 PM	100.1		ALTURAS		54.4	1.50 PM			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(182.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
	(5.25) 15.37	(12.15) 14.84	(7.00) 26.10			........Time Over District........ ....Average Speed per hour........			(7.05) 25.79	(11.30) 15.80	(11.15) 16.16	(5.00) 16.52

Westward trains are superior to trains of the same class in the opposite direction.

★NO. 32 WILL HEAD AROUND WYE AT FERNLEY AND NOT GO TO STATION.

★NO. 31 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION, THEN HEAD OUT AT WEST END OF SIDING.

WENDEL SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 198 Local Freight	EASTWARD SECOND CLASS 184 Susanville Local Freight	EASTWARD FIRST CLASS 34 Passenger	Distance from San Francisco		Time Table No. 34 September 15, 1929 STATIONS		Distance from Westwood	WESTWARD FIRST CLASS 33 Passenger	WESTWARD SECOND CLASS 183 Susanville Local Freight	WESTWARD THIRD CLASS 197 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday
38 PWK		3.05 AM	9.40 AM	358.7	TO-R	WENDEL	2.9	52.6	s 6.20 PM	7.25 PM	
				361.6		ANTOLA	5.5	49.7			
59		4.05	s 9.55	367.1	TO	LITCHFIELD	7.8	44.2	s 6.06	6.55	
68		4.25	f 10.07	374.9		LEAVITT	7.0	36.4	f 5.53	6.25	
Yard	8.00 AM	4.45 AM	s 10.20 10.30	381.9	TO-R	SUSANVILLE	8.2	29.4	s 5.40 5.28	6.00 PM	2.35 PM
84	8.40		f 10.54	390.1		BUNNEL	4.7	21.2	f 5.08		2.02
57 W	9.15		f 11.08	394.8		GOUMAZ	5.3	16.5	f 4.56		1.42
66 Y	9.45		f 11.26	400.1		WESTWOOD JCT.	2.2	11.2	f 4.42		1.18
			f	402.3		LASCO	4.3	9.0	f		
59	10.15		f 11.39	406.6		FACHT	1.1	4.7	f 4.30		12.38
				407.7		FIR	2.4	3.6			
60			f	410.1		CONMAN	1.2	1.2	f 4.24		
Yard	10.35 AM		s 11.50 AM	411.3	TO-R	WESTWOOD		.0	4.20 PM		12.20 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(52.6)			Leave Daily	Leave Daily Ex.Saturday	Leave Daily Ex. Sunday
	(2.35) 10.21	(1.40) 13.92	(2.10) 24.27			........Time over District........ ....Average Speed per hour........			(2.00) 26.30	(1.25) 16.37	(2.15) 13.06

Westward trains are superior to trains of the same class in the opposite direction.

MINA SUB-DIVISION

EASTWARD									WESTWARD
Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 34 September 15, 1929		Distance from Mina	FIRST CLASS	THIRD CLASS
	190 Mixed	24 Tonopah Express Mixed			STATIONS			23 San Francisco Passenger Mixed	189 Mixed
	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily
Yard TYWFPBK		9.10PM	288.1	TO-R	HAZEN	4.8	128.9	¶ 5.10PM	
47		9.20	292.9		BANGO	2.3	124.1	f 4.53	
		f	295.2		LAHONTAN (Spur)	1.0	121.8	f	
		f	296.2		LAMAR (Spur)	1.7	120.8	f	
46		f 9.30	297.9		RUGBY	4.6	119.1	f 4.43	
46		f 9.40	302.5		HAWES	4.5	114.5	f 4.32	
46 W		f 9.50	307.0		APPIAN	5.5	110.0	f 4.20	
47		f 10.02	312.5		PAWNEE	1.3	104.5	f 4.07	
10		f	313.8		WEEKS	2.6	103.2	f	
75 PFY	12.35PM	f 10.10	316.4	R	CHURCHILL	11.4	100.6	f 3.59	s 2.05PM
			327.8		N. C. B. CROSSING	0.2	89.2		
79 PYW	s 1.00PM	s 10.35 10.55	328.0	TO-R	WABUSKA	3.9	89.0	s 3.35	1.40PM
3			331.9		LUX	2.7	85.1		
27		f 11.10	334.6		MOQUIST	9.1	82.4	f 3.14	
28 P		f 11.27	343.7		RIO VISTA	4.0	73.3	f	
33		f 11.37PM	347.7		RESERVATION	1.6	69.3	f 2.48	
			349.3		ZAIS (Spur)	4.9	67.7		
66 W		s 12.07AM	354.2	TO	SCHURZ	7.2	62.8	s 2.35	
34		f 12.24	361.4		STUCKEY	5.9	55.6	f 2.17	
26 P		f 12.40	367.3		GILLIS	2.0	49.7	f 2.05	
P		f	369.3		NOLAN (Spur)	7.3	47.7	f	
35 P		f 12.59	376.6		MAGNUS	2.2	40.4	f 1.46	
24		1.04	378.8		WALKER	5.6	38.2	1.41	
46		s 1.35	384.4	TO	THORNE	5.0	32.6	s 1.31	
47		f	389.4		DOVER	4.6	27.6	f	
37		f 1.58	394.0		KINKEAD	3.6	23.0	f 1.11	
W		f	397.6		ACME TANK	3.5	19.4	f	
33 P		f	401.1		ACME	7.1	15.9	f	
41		s 2.40	408.2		LUNING	8.8	8.8	f 12.42	
Yard PFWYBK		s 3.00AM	417.0	TO-R	MINA		0.0	12.25PM	
	Arrive Daily	Arrive Daily			(128.9)			Leave Daily	Leave Daily
	(0.25) 27.84	(5.50) 22.09			Time over District Average speed per hour			(4.45) 27.13	(0.25) 27.84

(Narrow Gauge)

EASTWARD													WESTWARD
Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco		Time Table No. 34 September 15, 1929		Distance from Keeler	FIRST CLASS	SECOND CLASS		THIRD CLASS
	196 Mixed	192 Mixed	180 Freight	124 T. & G. Tonopah Express Mixed			STATIONS			123 T. & G. San Francisco Passenger Mixed	195 Mixed	191 Mixed	179 Freight
	Leave Daily Ex. Sunday	Lv. Monday, Wednesday, Friday	Lv. Monday, Wednesday, Friday	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thursday Saturday	Ar. Tuesday, Thursday, Saturday
Yard PFWYBK		6.00AM		3.30AM	417.0	TO-R	MINA (Joint Track Three Rails)	3.5	160.2	s 12.05PM		s 7.00PM	
		f 6.10		f 3.40	420.5		SODAVILLE (Spur) (Joint Track Three Rails)	4.5	156.7	f 11.56AM		f 6.45	
		f		f	425.0		RHODES (Spur) (Joint Track Three Rails)	1.0	152.2	f		f	
		s 6.30		s 3.55AM	426.0	R	TONOPAH JCT. (Joint Track Three Rails)	6.4	151.2	11.40AM		s 6.30	
20 PW		f 7.00			432.4		BELLEVILLE	3.0	144.8			f 6.00	
Y		f 7.15			435.4		FILBEN	3.3	141.8			f	
		f			438.7		LITTLE SUMMIT (Spur)	6.1	138.5			f	
					444.8		RAYDEL (Spur)	5.6	132.4				
18 PW		s 8.20			450.4		BASALT	7.7	126.8			s 4.40	
24 PY		s 9.00			458.1	TO	MT. MONTGOMERY	8.6	119.1			s 4.00	
15 PW		s 9.50			466.7		QUEEN	2.2	110.5			s 3.20	
					468.9		STATE LINE	7.1	108.3				
24 P		s 10.30			476.0		BENTON	11.0	101.2			s 2.35	
13 YPW		f 11.10			487.0		HAMMIL	2.4	90.2			f 1.55	
9		f			489.4		DEHY	1.9	87.8			f	
4		f 11.25AM			491.8		SHEALY	7.8	85.9			f 1.35	
14 P		f 12.01PM			499.1		CHALFANT	2.6	78.1			f 1.10	
12					501.7		TOM	5.1	75.5				
55 PFTWK	1.30PM	s 12.30PM	8.00AM		506.8	TO-R	LAWS	2.8	70.4		s 12.20PM	12.40PM	s 1.05PM
	f 1.38		8.08		509.6		POLITA	2.1	67.6		f 12.05PM		12.55
8	f 1.45		8.13		511.7		BIGELOW	4.4	65.5		f 11.55AM		12.45
8	f 1.56		8.25		516.1		BLACK CANYON	6.6	61.1		f 11.43		12.30
14 P	s 2.21		8.45		522.7	TO	ZURICH	2.8	54.5		s 11.27		12.10
9	f 2.28		8.53		525.5		MONOLA	1.3	51.7		f 11.12		11.55
Y	f 2.31		9.05		526.8		BENEME (Spur)	4.1	50.4		f 11.08		11.50
5	f 2.40		9.17		530.9		ELNA	6.0	46.3		f 11.01		11.40
20 PW	f 3.01		9.29		536.9		ABERDEEN	14.1	40.3		f 10.45		11.25
14 PW	s 3.50		10.15		551.0	TO	KEARSARGE	4.9	26.2		s 10.15		10.55
8	f 4.05		10.30		555.9		MANZANAR	4.6	21.3		f 9.56		10.35
66 TP	s 4.30		10.50AM 12.15PM		560.5	TO	OWENYO	3.9	16.7		9.40 s 8.19		10.15 s 9.05
14 P	f 4.50		12.35		564.4		MT. WHITNEY	5.0	12.8		f 8.10		8.55
	f				569.4		ALICO (Spur)	1.5	7.8		f		
					570.9		DOLOMITE (Spur)	1.2	6.3				
	f				572.1		MOCK (Spur)	0.8	5.1		f		
6	f 5.20		1.05		572.9		TRAMWAY	4.3	4.3		f 7.50		8.30
53 WYBK	s 5.35PM		1.20PM		577.2	TO-R	KEELER		0.0		7.30AM		8.10AM
	Arrive Daily Ex Sunday	Ar Monday Wednesday Friday	Ar. Monday, Wednesday, Friday	Arrive Daily			(160.2)			Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday, Thursday, Saturday	Lv. Tuesday, Thursday, Saturday
	(4.05) 17.28	(6.30) 13.82	(5.20) 13.20	(0.25) 21.60			Time over District Average speed per hour			(0.25) 21.60	(4.50) 14.56	(6.20) 14.18	(4.55) 14.38

Westward trains are superior to trains of the same class in the opposite direction.
Second class and extra trains may run ahead of No. 123 Tonopah Jct. to Mina.

Spur M. P. 532

EASTWARD — OGDEN SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 182 Mixed, Leave Thursday Saturday	SECOND CLASS 118 Mixed, Leave Tuesday	Distance from San Francisco		Time Table No. 34, September 15, 1929 — STATIONS	Distance from Ogden	SECOND CLASS 181 Mixed, Arrive Thursday Saturday	SECOND CLASS 117 Mixed, Arrive Monday
124 YWP		6.50AM	679.2	TO-R	LUCIN 12.4	146.8		s 4.20PM
44		f 7.28	691.6		BOVINE 8.2	134.4		f 3.40
8 PW		f 7.53	699.8		WATERCRESS 2.3	126.2		f 3.15
66			702.1		TERRACE 10.7	123.9		
33 Y		f 8.33	712.8		MATLIN 9.8	113.2		f 2.35
35 Y		f 9.03	722.6		OMBEY 4.7	103.4		f 2.05
43		f 9.18	727.3		PEPLIN 6.8	98.7		f 1.45
108 FPYW	1.20PM	¶ 10.01	734.1	TO-R	KELTON 9.8	91.9	¶ 12.50PM	¶ 1.20
	1.47	10.25	743.9		NELLA (Spur) 4.7	82.1	12.25	12.25
43	f 2.02	f 10.40	748.6		MONUMENT 3.0	77.4	f 12.13	f 12.13
P	f 2.11	f 11.00	751.6		KOSMO (Spur) 4.0	74.4	f 12.05PM	f 12.05PM
44	f 2.23	f 11.12	755.6		LAKE 9.4	70.4	f 11.55AM	f 11.55AM
44 W	s 2.53	s 11.37	765.0		ROZEL 7.9	61.0	s 11.30	s 11.30
90 P	s 3.18	s 11.57AM	772.9		PROMONTORY 5.9	53.1	s 11.10	s 11.10
43	f 3.36	f 12.12PM	778.8		SURBON 3.2	47.2	f 10.48	f 10.48
34 P	f 3.50	f 12.47	782.0		LAMPO 2.4	44.0	f 10.35	f 10.35
44 W	f 4.01	f 1.15	784.1		BLUE CREEK 4.0	41.6	f 10.25	f 10.25
44	f	f	788.4		CONNOR 5.4	37.6	f	f
44	f	f	793.8		BALFOUR 2.7	32.2	f	f
13	f	f	796.5		DATHOL 1.6	29.5	f	f
			798.1		STOKES (Spur) 3.2	27.9		
54 P	s 4.45PM	s 2.00PM	801.3	TO-R	CORINNE 1.6	24.7	9.40AM	9.40AM
			802.9		CORINNE JCT. 6.1	23.1		
			809.0		ENDA 6.9	17.0		
			815.9		BONNEVILLE 9.2	9.2		
			825.1		CECIL JCT. 0.9	0.9		
PFWTBK			826.0	TO-R	OGDEN	0.0		
	Arrive Thursday Saturday	Arrive Tuesday			(146.8)		Leave Thursday Saturday	Leave Monday
	(3.25)	(7.10)			Time over District		(3.10)	(6.40)
	19.66	17.03			Average speed per hour		21.22	18.23

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Siding at Corinne will be used as main track for Oregon Short Line trains through Corinne yard.
Normal position switch west end siding for O. S. L. main track Malad Branch.
Normal position switch at east end siding for S. P. main track.

Siding at Corinne will be used as main track for Oregon Short Line trains through Corinne yard.
Normal position switch west end siding for O. S. L. main track Malad Branch.
Normal position switch at east end siding for S. P. main track.

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

EASTWARD — OGDEN SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths			Distance from Tecoma	Time Table No. 34, September 15, 1929 — STATIONS	Distance from end of Track			
91 P			0.0	TECOMA 4.2	4.3			
			4.2	COPPER CO.'S TIPPLE 0.1	0.1			
			4.3	TUTTLE	0.0			
				(4.3)				

EASTWARD — MINA SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 190 Mixed, Leave Daily	Distance From San Francisco		Time Table No. 34, September 15, 1929 — STATIONS		Distance from Churchill	THIRD CLASS 189 Mixed, Arrive Daily
BPFY	10.40AM	342.4	R	MOUND HOUSE 3.4		26.0	s 4.20PM
		339.0		GOLDY 2.6	(Spur)	22.6	
9 KPW	s 11.10	336.4	TO	DAYTON 2.3		20.0	s 3.45
		334.1		RANDALL 3.9	(Spur)	17.7	
	f	330.2		CANTY 2.8	(Spur)	13.8	f
	f	327.4		SPUR A 2.6	(Spur)	11.0	f
	f 11.57AM	324.8		CLIFTON 2.5	(Spur)	8.4	f 2.50
	f	322.3		LYON 1.6	(Spur)	5.9	f
	f	320.7		TUGELA 4.3	(Spur)	4.3	f
Yard PFY	s 12.34PM	316.4	R	CHURCHILL (26.0)		0.0	2.10PM
	Arrive Daily						Leave Daily
	(1.54)			Time over District			(2.10)
	13.68			Average speed per Hour			12.00

EASTWARD — MINA SUB-DIVISION (NARROW GAUGE) — WESTWARD

Capacity of sidings in car lengths		Distance from Filben	Time Table No. 34, September 15, 1929 — STATIONS	Distance from Candelaria	
Y		0.0	FILBEN 5.5	5.5	
30 P		5.5	CANDELARIA	0.0	
			(5.5)		

EASTWARD — MINA SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 204 Mixed, Leave Daily	FIRST CLASS 202 Mixed, Leave Daily	Distance from San Francisco		Time Table No. 34, September 15, 1929 — STATIONS		Distance from Fallon	SECOND CLASS 201 Mixed, Arrive Daily	THIRD CLASS 203 Mixed, Arrive Daily
Yard BKPTFWY	10.50AM	7.30AM	288.1	TO-R	HAZEN 5.4		15.8	s 10.15AM	s 4.15PM
54	f 11.06	f 7.46	293.5		MAHALA 4.6		10.4	f 9.59	f 3.59
56	f 11.19	f 7.59	298.1		MIRAGE 2.8		5.8	f 9.46	f 3.46
	f	f	300.9		SANLAN 3.0	(Spur)	3.0	f	f
Yard PWY	s 11.35AM	s 8.15AM	303.9	TO-R	FALLON		0.0	9.30AM	3.30PM
	Arrive Daily	Arrive Daily			(15.8)			Leave Daily	Leave Daily
	(0.45)	(0.45)			Time over District			(0.45)	(0.45)
	21.06	21.06			Average speed per Hour			21.06	21.06

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONS TO OR MODIFICATION OF THE RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT

"SAFETY"

RULE D-10 (G). Where there are two or more main tracks, an unattended red signal, except a fixed signal or fusee, will not apply to the track on which the train is running if displayed beyond the first rail of an adjoining main track.

RULE 10 (H). First paragraph is modified to read: "A yellow signal will be displayed to the right of the track in the direction of movement, one-half mile each side of structure or track over which speed of train must be restricted."

RULE D-11 (A). "Where there are two or more main tracks, a fusee will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track."

RULE D-72 (A). When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 85 (A). Third-class trains may pass and run ahead of second-class trains.

RULE 91 (B). When a train leaves continuously block signaled territory a ten minute fusee will be left immediately after passing last signal for purpose of spacing trains. This will not apply at an open train-order office.

RULE 99 (C). Rule 99 will ordinarily be regarded as complied with in protecting rear end of a first-class train standing at station platform at

Reno	Imlay	Montello
Sparks	Carlin	

when flagman takes position thirty (30) feet to the rear of his train, provided no first-class train in the same direction is due by time-table. If time of stop be of unusual length, or if vision be obstructed by fog or storm, or other conditions make it necessary to increase the distance, flagman must go back sufficient distance to insure full protection.

RULE 221. That portion of Rule 221 reading: "Train-order office hours will be shown in the time-table" is cancelled. When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 221 (B). If the date of a clearance card is incorrect, or omitted, trains will not stop for another clearance card.

RULE 509. That portion reading: "—or to enter a terminal yard, provided the switch is set for receiving track and the route is clear to the fouling point of switch," will also apply to double track.

RULE 672. Second sentence of Rule 672 is changed to read: "When so arranged they will be semi-automatic and distinguished by a number plate and the letters 'SA' near the number plate."

RULE 822. Modified as follows:

When main rod only is removed....................30 miles per hour
When side rods only are removed....................30 miles per hour
When both main and side rods are removed.......20 miles per hour

RULE 866. Within the State of California, when cars are left on sidings for any reason whatever, except when performing station switching, the Chief Train Dispatcher must be notified promptly. This does not supersede or modify Rule 98 (A) requiring trains to enter sidings with caution.

SPECIAL INSTRUCTIONS

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager Time Service................65 Market Street, San Francisco
Sparks..Adams & Davidson Co.
Winnemucca..Krenkel & Bosch.
Ogden..J. S. Lewis & Co.

RULE 6. Train 21 will stop on flag for express or non-revenue passengers as follows:

MONDAY, WEDNESDAY AND FRIDAY ONLY.

West Weber	Halleck	Benin
Bagley	Ryndon	Rose Creek
Saline	Moleen	Mill City
Lakeside	Harney	Rye Patch
Allen	Shoshone	Woolsey
Lemay	Piute	Perth
Teck	Valmy	Toulon
Tecoma	Iron Point	Miriam
Valley Pass	Comus	Huxley
Holborn	Eglon	Desert
Alazon	Weso	Falais

TUESDAY, THURSDAY AND SATURDAY ONLY.

Reese	Tulasco	Argenta	Valery
Promontory Point	Natchez	Rosney	Kodak
Midlake	Elburz	Mote	Granite Point
Strongknob	Osino	Stone House	Toy
Newfoundland	Tyrol	Herrin	Ocala
Hogup	Gerald	Preble	Parran
Beppo	Cluro	Tule	Upsal
Loray	Ladoga	Cosgrave	Massie
Pequop	Mosel	Humboldt	Fernley
Moor			

RULE 14 (E). Lucin when recalling flagman from the East on (Lucin to Corinne line) and at Hazen or Fernley, when recalling flagman from east on Mina Subdivision or Susanville Subdivision use six long sounds of steam whistle.

RULE 83. Train registers are not maintained at Weber Jct., Tresend and Lakeside. Referring to Rule 83, if a positive observation check is made between Ogden and Weber Jct., or between Tresend and Lakeside, it will apply at the end of the double track.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Lucin....................Westward regular trains.
Montello..................Nos. 1, 2 and 9.
Valley Pass..............Eastward regular trains.
Moor......................Westward regular trains.
Wells......................Nos. 1, 42, 9, 19, 20, 21, 22, 27 and 28.
Rose Creek..............Westward regular trains.
Imlay......................Nos. 1, 2 and 9.
Oreana....................Eastward regular trains.
Hazen......................Nos. 1, 2, 9, 19, 20, 21, 22, 27 and 28.

At the following stations, only the trains indicated will register:

Valley Pass..............Eastward regular trains.
Moor......................Westward regular trains.
Fernley....................Nos. 31, 183, 184, 259, 260, 261, 264, 262 and 263.

Lucin Eastward regular trains will not register.
Rose Creek Eastward regular trains will not register.
Oreana Westward regular trains will not register.
Hazen—Only first class trains will register for information of trains originating and terminating.
Churchill—Nos. 189 and 190.

RULE 83 (D). Trains must obtain a clearance card before leaving
Wells—Eastward
Lucin (Promontory-Corrinne line trains)
Susanville
when such stations are open train-order offices.

Eastward trains arriving Alazon via the Western Pacific will be governed by position of train order signal instead of obtaining clearance card.

RULE 86. Eastward inferior trains may run ahead of overdue eastward superior trains Alazon to Wells, without train order authority, but must comply with Rule 83 at Wells.

RULE 93. At Sparks semaphore signal 2452 on signal bridge governs main track movements on eastward main track. Dwarf light signal 2452 under signal bridge governs diverging route movements from eastward track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop engine, after stopping at signal, will proceed only on hand signal from herder, who will not give signal to engine until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Outbound engines, moving from enginehouse lead to west end of freight yard, will proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

Road crews making up trains or performing other terminal work in Montello and Imlay yards under the direction of the terminal Trainmaster or Yardmaster, will be considered the same as yard crews within the meaning of Rule 93.

Eastward freight trains entering Imlay Yard will be governed by position of automatic home Signal No. 3834 as follows: When signal is in proceed position, train will proceed on main track to station, provided train has main track authority. When signal at stop, telephone Yardmaster for instructions.

Trains and engines moving east on main track Carlin Yard must stop before fouling west detour.

At Montello "head-in" signal on mast of Signal 6606, one-half mile west of west switch to indicate to eastward trains except first class, whether they shall take siding at first switch or enter terminal on main track. Also on mast of Signal 6639, five-eighths of mile east of east switch for the operation of westward trains except first class.

When trains are to occupy main track signal will display letter "M." When trains are to take siding, signal will display letter "S." When letter "S" displayed call Yard Office for instructions.

SPARKS YARD—Between 1½ miles west of Reno and 2700 feet east of east switch at Sparks.

Yard limits are defined by yard limit signs at the following stations:

MONTELLO	CARLIN	FALLON	MOUNDHOUSE	LAWS
WELLS	IMLAY	SUSANVILLE	WABUSKA	OWENYO
ELKO	HAZEN	WESTWOOD	MINA	KEELER
		WENDEL		

RULE D-97 (A). An eastward Southern Pacific train fulfilling a schedule, or running as a section of a schedule (if a schedule of the same number exists on the Southern Pacific timetable) or running Extra on the Western Pacific into Alazon will continue to do so on the double track Alazon to Southern Pacific Wells, moving only with the current of traffic.

RULE 98.

RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

D. & R. G. W. R. R.—Ogden-Stop.
Wabuska N. C. B. R. R.—Stop.

RAILROAD CROSSINGS AT GRADE GOVERNED BY AUTOMATIC SIGNALS

Palisade Flanigan

Automatic signals govern use of crossing with Western Pacific Railroad at Flanigan. Home and distant signals connected with this plant normal position will be STOP. A train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing its use of crossing to change to proceed position, provided no other train is within the limits of the plant.

If home signal does not give proceed indication for train which is to use crossing, the train must be preceded by a flagman and train must not move from the signal in STOP position until it receives proceed signal from flagman while standing on the Railroad Crossing. Flagman must not give proceed signal until satisfied that any approaching train has stopped.

Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Railroad. Westward trains approaching railroad crossing east of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home signal No. 5255 located just east of the east crossing. Eastward trains will be governed by distant signal No. 5248 and home signal No. 5252 both west of west crossing and home signal No. 5254, west of east crossing. Trains stopped by these home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 509. If derails are found not in derail position, trainmen or enginemen will call crossing watchman.

Normal position of end of double track and junction switches:

Tresend, Lakeside, Moor, Rose Creek and Oreana........For westward main track
Weber Jct., Lucin and Valley Pass..........For eastward main track
Hazen (Fallon Line)..........For Hazen-Mina Line
Tonopah Jct..........For Mina-Keeler Line
Fernley (Susanville Line) junction of east and west legs of wye with siding..........For siding
Lucin (Promontory Corrinne Line)..........For westward main track

At the end of double track, except at Tresend, or where oil buffer spring switches are located, operator will properly line and lock switches, provided head end authority of train is not restricted. Operator will also line other switches as follows:

Moor........From either north or south siding to westward main track.
Valley Pass..From siding to eastward main track.
Lakeside.....From south siding to eastward main track.

Before lining switches for eastward trains at Moor or westward trains at Valley Pass, operator must ascertain from train dispatcher what the line-up must be.

Whistle signal for switch line-up at Lucin and Valley Pass, o ——— ———; Lakeside, Moor and Oreana, ——— o ———.

OIL BUFFER SPRING SWITCHES

Weber Junction—Normal position for eastward main track. If Signal 7754 indicates stop, even though number plate is reversed, eastward trains stop and examine switch before passing over.

Engle—Normal position for westward main track. If signal 7411 indicates stop, even though number plate is reversed, westward trains stop and examine switch before passing over.

Wells east switch track No. 1—Normal position for eastward main track. Trains passing from Track No. 1 to eastward main track will be governed by dwarf light signal No. 6080 located on south side of Track No. 1, 268 feet west of switch.

West Elko—Normal position for westward Southern Pacific track. Eastward movements must not be made over this switch without first stopping and ascertaining that switch is properly lined.

Rose Creek—Normal position for westward main track. If Signal 4065 indicates stop, even though number plate is reversed, westward trains stop and examine switch before passing over.

If engine or car is partially run through these switches, movement must be continued; to reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed.

Running switches are prohibited.

If necessary, switches can be operated from switch stand by keeping steady pressure on switch stand lever until movement completed and lever latched.
Blow-off cocks, sanders or injectors must not be used passing over these switches.

D-152 LOCATION OF CROSSOVERS

Nearest Station	Mile	Type and Character
Tecoma........................	668.3	Trailing points at west switch.
Ullin........................	655.2	Facing and trailing points.
Cobre........................	644.0	Trailing points at west switch.
Deeth........................	589.6	Connection with Western Pacific.
Beowawe........................	508.2	Connection with Western Pacific.
Preble........................	439.3	Connection with Western Pacific.
Bagley........................	763.9	Connection between No. 2 and main track, facing point for westward trains on No. 2 track and for eastward trains on main track.
Little Mountain...........	767.9	Facing point for westward trains on No. 2 track and for eastward trains on main track.

RULE 206A. An Eastward Southern Pacific regular train not displaying signals, whose initial station is Alazon, will apply first sentence of rule 206-A at Wells, instead of Alazon.

Freight and passenger trains and yard engines using main track over Veneer Plant Crossing west of depot and Third Street crossing east of depot, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on or intending to use these crossings, and between the hours of—

5:58 a. m. and 6:10 a. m.
11:30 a. m. and 11:40 a. m.
11:58 a. m. and 12:10 p. m.
5:58 p. m. and 6:10 p. m.

movement over these crossings must be preceded by flagman.

Movements by yard engine, freight and passenger trains on tracks other than main track over any crossings Westwood yard will be preceded by flagman.

TRAIN AND AIR INSPECTION.

1. On freight and mixed trains retainers must be turned up on all loads and on each third empty.

Moor to Wells.	Two and one-half miles east of Goumez to two miles east of Susanville.
Cobre to Montello.	
Promontory to Blue Creek.	Mt. Montgomery to Hammil.
Promontory to Lake.	Mt. Montgomery to Tonopah Jct.
Mile Post 708 to Terrace.	Candeleria to Filben.
Mile Post 708 to Matlin.	Moundhouse to Dayton.

On freight and mixed trains retainers must be turned up on every other car for 30 cars behind engine from MP 670 to Lucin with trains of 5000 Ms to 6500 Ms and on every other car for 45 cars behind engine with trains of over 6500 Ms. Retainers to be left turned up until train stops at Lucin. In all territories retainers must be changed when necessary, to allow wheels to cool.

Eastward trains handling passenger equipment in excess of 16 cars will turn up all retainers Cobre to Montello. Westward trains handling passenger equipment in excess of 20 cars will turn up all retainers Moor to Wells.

Westward freight trains which for any reason stop at Anthony may make standing air brake test and turn up retainers at Anthony instead of at Moor.

2. Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

3. If not required to stop for other reasons, trains may run as follows, without stopping for standing inspection, unless in the judgment of train or enginemen of the train it is necessary for safety reasons:

Westward	Eastward
Ogden to Strongknob (provided thorough rolling inspection both sides of train is made at Colin)	Sparks to Hazen
Carlin to Shoshone	Imlay to Golconda (provided thorough rolling inspection both sides of train is made at Rose Creek)
Shoshone to Valmy	
Battle Mountain to Golconda	Strongknob to Ogden (provided thorough rolling inspection both sides of train is made at Colin)
Valmy to Winnemucca	
Winnemucca to Imlay	
Hazen to Sparks	

4. Eastward freight trains will stop at Tioga, Lucin and Appian; and westward freight trains will stop at Halleck or Elburz, Kinkead, Wendell and Bunnel for trainmen to inspect train. This will not apply to Trains 23 and 24 at Appian and Kinkead.

Eastward trains stop at MP 462 and MP 471 on Mina-Keeler line 5 minutes and at Queen 10 minutes for wheels to cool and trainmen to inspect train. Westward trains stop at MP 454 on Mina-Keeler line 5 minutes, and at Basalt and Belleville 10 minutes for wheels to cool and trainmen to inspect train.

All trains stop at Tonopah Jct. and Hammil for trainmen to inspect train.

Engines running light on descending grades of over one and one-half per cent will make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

On grade between Mound House and Dayton 80 M's per operative brake will be the maximum load allowable. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load allowable will be 40 M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be 150 M's per operative brake.

MISCELLANEOUS

Track paralleling and north of main track between Sparks and Vista will be known as No. 2 track. Limits of track designated by "End of No. 2 track" signs Vista and Sparks.

Westward trains are authorized to use No. 2 track without train order authority whenever they cannot make Sparks for a superior eastward train or ahead of a superior westward train. Eastward trains must not use No. 2 track unless authorized by traiu order Form D-R.

An eastward train given right over opposing trains on No. 2 track Sparks to Vista must use No. 2 track and relinquish all right to main track, unless order annulled. Westward inferior trains receiving an order that an eastward train has right over opposing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks, regardless of train given right to use No. 2 track, except it be a section of a schedule. When orders cover movement of a section of a schedule on No. 2 track, westward inferior trains must not leave Vista on or occupy main track at Vista, unless they have authority against following sections.

Speed restrictions No. 2 track 25 miles per hour.

Normal position of crossover switch west end of Vista lined for No. 2 track. Track beyond or east of this crossover will be known and used as north siding Vista.

Trains using No. 2 track in either direction will comply with Rules 17-C, "Headlight," that part of Rule D-19 with reference to arranging markers, Rules 91-A and 99.

No. 2 track is equipped with block signals for westward movement only.

Enginemen of freight trains will sound whistle signal 14 (M) approaching each station in double track territory regardless of whether or not there is a siding at such stations and trainmen will give proceed signal 12 (C) which the enginemen will acknowledge in accordance with Rule 14 (G).

Within limits of track 2, Sparks-Vista, a fusee will not apply to the track on which a train is running if displayed beyond the first rail of the adjoining track.

P-8 and MT Class locomotives must not enter Pigeon Pit, Perth Pit or Fernley Sand Pit.

MT Class locomotives must not enter quarry tracks Lucin and must not operate on Promontory Corrinne line.

Westward freight trains stopping at Moor must stop with forward end of train clear of signal 6165 to permit Westward helper engines to move off of wye and operation of electrically locked switches.

Speed of Shay engines over Conley frogs is restricted to three (3) miles per hour. These engines must be closely watched while moving over these frogs which are located as follows:

Montello—Eastward main track 50 ft. west of east water column.
Valley Pass—At cross over forming end of double track.
Moor—At crossover forming end of double track.
Alazon—East end of crossover leading from Western Pacific to Southern Pacific and at switch from Western Pacific main track to Southern Pacific eastward track.
Carlin—Extreme west switch and crossover leading from main line to Track No. 1 opposite tool house.
Weso—In switches at both ends of the detour tracks between Western Pacific and Southern Pacific.
Sparks—In crossover just east of yard office.

Locomotives with weight on drivers exceeding 210,000 pounds must not be operated on Palisade transfer trestle.

Engines equipped with snow plows requiring use of long draw bars must not be coupled behind other equipment when used as helpers.

Following and similar types of commercial equipment on own wheels will be handled only in local and dead freight trains: Wrecking cranes, steam shovels, pile drivers, hoisting cranes, one car paving plants, Jordan Spreaders, McCann Spreaders. Spreaders must be turned with wings trailing towards rear.

Before moved such equipment must be carefully inspected by Car Inspector and a signed certificate of such inspection attached to way bill. Certificate will specify maximum speed at which the equipment may be handled over the division. Conductors will instruct enginemen and observe safe speed at all times not exceeding the prescribed maximum with corresponding slow speed on curves. Such equipment will be handled in rear of train ahead of weak cars with heavy end forward. Similar equipment in company use will not require inspection but will be restricted to local dead freight and work trains and at reduced speed. When consistent Spreaders must be turned with wings trailing toward the rear. Westward trains handling such equipment will stop at Halleck or Elburz and eastward trains will stop at Gerald to thoroughly inspect same, especially the anchoring which hold booms and boilers from swinging. Locomotive cranes must be placed in train with swivel truck ahead and crane swung so that boiler will ride over swivel truck, allowing heavy end to be in forward position in direction of movement of train.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of the Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track Weso to Alazon, and all westward trains of both companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates STOP between Weso and Alazon train may proceed with caution not exceeding six miles per hour as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by the third paragraph of Rule 509 prescribing double track procedure:

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by the second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso for the information of inferior trains. Other trains will not register.

Operator Weso must enter on the register the information furnished by register ticket and transmit the registration of only the Southern Pacific eastward first class trains to the Western Pacific operator at Winnemucca, who must enter same on register.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on the register at Winnemucca.

(D) A clearance card or train order authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance card or train order must be obtained, authorizing the train Carlin to Alazon.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

(G) Westward regular trains register by ticket at Alazon, other trains will not register.

Operator Alazon must enter on the register the information furnished by register ticket and transmit the registration of only Western Pacific westward trains to the Southern Pacific operator at Wells, who must enter same on register.

Westward Southern Pacific trains need not check Alazon register against any westward train that appears on the register at Wells.

First and second paragraph of Rule 83 will not apply at Alazon and Weso as between trains of the same class.

(H) Train orders and clearance cards held by enginemen No. 41 arriving Southern Pacific Elko will be transferred to relief engineman at Southern Pacific Elko by Conductor when operator not on duty.

(I) A clearance card authorizing a westward Western Pacific first class train at Alazon will authorize such first class train Alazon to Carlin. A clearance card authorizing a westward Western Pacific second or third class train at Alazon will apply only to Elko where another clearance card must be obtained authorizing such train Elko to Carlin.

(J) Eastward Western Pacific first class trains will register by ticket at Western Pacific Carlin, placing register ticket in box at Western Pacific station. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead of it, East Carlin to Elko.

(K) Eastward Southern Pacific trains will not comply with first paragraph Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains not scheduled to stop at Elko, may register by ticket. Eastward Southern Pacific second class and extra trains will not register at Elko, Last paragraph Rule 96, of Rules and Regulations of the Transportation Department will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register and will register by ticket. Registration of first class trains will be transmitted to the Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead of it, West Elko to Carlin.

(L) Train order signal Western Pacific Elko governs eastward Southern Pacific trains, such trains will not be required to procure clearance card at Elko, except when train order signal indicates stop.

(M) Second paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(N) Between Weso and Alazon, Dispatchers must use the following forms to authorize the movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

EXAMPLE 1—"Eng.........run extra on..........Pacific track........to.........'

EXAMPLE 2—"Eng.....works extra on........Pacific track........M until......M. between..............................and.............................."

(O) **West Carlin.** Remote control switch at junction will be normally lined for Western Pacific main track and two-arm Signal No. 6434, located 100 feet west of remote control switch, will govern the position of the switch.

Upper arm works semi-automatically with Western Pacific main track block signals. Trains stopped by upper arm of Signal 6434 must observe Rule 509, in addition to interlocking rules.

Lower arm will govern detour. Trains desiring movement over detour will, when approaching Signal 6434, sound one short and one medium long blast of the steam whistle to notify the signalman to line switch for detour.

Trains finding upper arm of Signal 6434, located 100 feet west of remote control switch and which works semi-automatically with main track block signal, in stop position will send flagman ahead to remote control switch and if this switch is found to be properly lined for main track, flagman must remain at the remote control switch continually watching the switch until entire train enters interlocking plant limits, then train may proceed at 6 miles per hour as per Rule 509.

The above will supersede the second paragraph of Rule 628, which requires yellow flag by day and yellow light by night in giving hand signals to flag train or engine through interlocking plant limits, and under above circumstances Rule 663 will apply.

Dwarf lighted signals (No. 6435, main track; No. 6437, detour), both 350 feet east of remote control switch, north side of tracks, control westward movement.

Telephone located on pole opposite remote control switch is connected with signalman in west end of Southern Pacific yard. This telephone is to be used by trainmen only in emergency to notify signalman desired route in case route is not properly lined up. Switch is to be thrown by hand only upon instructions from the signalman.

Blow-off cocks, sanders or injectors must not be used passing over this switch.

(P) **East Carlin.** Oil spring switch at junction is normally lined for Western Pacific main track. Eastward trains moving off of detour will run through switch when lined in normal position.

If necessary, switch may be operated from switch stand by keeping steady pressure on switch stand lever until movement completed and lever latched.

If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment.

When movement completed through switch, reverse movement must not be made until points completely closed.

Running switches are prohibited.

Westward movement must not be made over this switch without first stopping and ascertaining that switch is properly lined.

Blow-off cocks, sanders, or injectors must not be used passing over this switch.

RULE 875. Unless helper is added or brake pipe has been separated, running air brake test as per Rule 16, Air Brake rules, is not necessary on passenger trains leaving Imlay and Montello.

RULE 876. When helper engine ahead of road engine is detached from an eastward freight train at Moor or a westward freight train at Valley Pass, and continuity of brake pipe of train has not been broken except between helper engine on forward end of train and the road engine, rear end air test need not be made but before helper engine is detached air brake must be set and signal sounded as per Rule 14 (R), engineman of road engine will take control of air and signify that he has done so as per Rule 39 Air Brake rules.

If brake pipe on eastward freight train at Moor or on westward freight train at Valley Pass is not separated except between the caboose and first car ahead of caboose or between caboose and helper engine behind caboose, rear end air test need not be made.

Standing air brake tests must be made at:

MT. MONTGOMERY Freight and mixed trains.
WESTWOOD JUNCTION Westward freight and mixed trains.
COBRE Eastward freight trains.
MOOR Westward freight trains.

INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE AND WATER IN BRAKE PIPES

(A) Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

(B) At all terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

(C) Before coupling locomotive to any train at any time, brake pipe must be blown out at angle cock on end of locomotive next to train, by opening angle cock fully. During the blowing out the engineer must put his brake valve handle to release position.

(D) Whenever any cars are set out enroute the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

(E) Before proceeding in an easterly direction with freight and mixed trains from Cobre and in a westerly direction from Moor and Westwood Junction and in either direction from Mt. Montgomery and Promontory, brake pipe in the forward portion of the train must be blown out by uncoupling the hose between the first and second cars, then open angle cock on the head end of second car and rear of first car, after recoupling make rear end test, turn up retainers in accordance with time table instructions.

(F) An emergency hose must be applied on freight trains at the most accessible place between the eighth and fifteenth cars from the head end, on all freight and mixed trains operated over the main track between Sparks and Ogden, Westwood and Susanville and Laws and Mina.

When entire train is set out between terminals, emergency hose applied at terminals will be removed and placed in caboose. When picking up entire train between terminals, emergency hose will be provided on caboose prior to departure from terminal and in both cases emergency plugs will be removed and applied by members of train crew.

(G) Instructions in Paragraphs A and B apply irrespective of climatic conditions or time of year. Paragraphs C, D, E and F must be put into effect whenever freezing weather is liable to be encountered and apply between October 1st and April 1st, before descending grades specified in Paragraph E.

RULE 887. Water and oil may be taken without detaching engine except at Wells and Goumaz on westward trains, unless in the judgment of engineman engine should be detached.

AUTOMATIC BLOCK SYSTEM

RULE 509. Westward trains may pass block signal at end of double track Valley Pass without stopping to enter siding provided switch is set for siding and route clear to fouling point. Eastward trains entering south siding Moor finding lower arm of signal 6162 in stop position must stop and wait until signal clears or be preceded by flagman to west wye switch.

Dwarf light signal on east leg of wye Valley Pass governs movements from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed, if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied.

Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minl utes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

RULE 516. Overlaps are located at Bagley, Alazon and Weso.

RULE 605. East switch of crossover east of Moor station, leading from siding to main track, and derail at west end of north siding Moor will be electrically locked. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to south siding.

Whistle signal ———o——— for switch line up to single track must not be given unless the train has authority to proceed.

Upper arm of double arm signal No. 6162 will govern movement from eastward track to single track. Lower arm will indicate position of switch only. It does not indicate whether siding is occupied.

INTERLOCKING

WESO INTERLOCKING PLANT

Signal 4208 to signal 4211 on Southern Pacific track.
Signal 4206 to east switch of east crossover on Western Pacific track.

ALAZON INTERLOCKING PLANT

Signal 7136 to a point on Southern Pacific track opposite signal 6035, and to signa 7137 on Western Pacific track.

On Southern Pacific track, signal 6035 to opposite signal 7136 on Western Pacific track.

STEAM WHISTLE ROUTE SIGNALS

WESO—Signal 4211.	——— o ———	Upper arm, Southern Pacific.
	o ——— ———	Lower arm, Western Pacific.
ALAZON—Signal 6034.	——— o ———	Upper arm, Southern Pacific.
	o ——— ———	Lower arm, Western Pacific.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN OGDEN AND LITTLE MOUNTAIN, LAKESIDE AND LUCIN, TECOMA AND MONTELLO, WELLS AND MOLEEN, HARNEY AND HAZEN, NOS. 1, 2, 9, 22 AND 41 MUST NOT EXCEED 60 MILES PER HOUR, UNLESS THE WATER CAPACITY OF ENGINE TENDER IS LESS THAN 9000 GALLONS, WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED. NOS. 1, 2, 9 AND 22 ARE RESTRICTED TO 40 MILES PER HOUR ON GREAT SALT LAKE FILLS.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN OGDEN AND MP 766½, EAST SWITCH PROMONTORY POINT AND SALINE, LAKESIDE AND LUCIN, TECOMA AND MONTELLO, WELLS AND MOLEEN, HARNEY AND HAZEN, MUST NOT EXCEED 40 MILES PER HOUR, BUT SPEED ALLOWABLE ON CURVES MUST BE OBSERVED.

MAXIMUM ALLOWABLE SPEED OF CLASS M, C, MK AND F ENGINE IN PASSENGER SERVICE IS 40 MILES PER HOUR.

ENGINES RUNNING LIGHT IN FORWARD MOTION, EXCEPT CLASS T-23-P AND MT, MUST NOT EXCEED 35 MILES PER HOUR.

CLASS T-23-P AND MT ENGINES RUNNING LIGHT IN FORWARD MOTION MUST NOT EXCEED 45 MILES PER HOUR.

CLASS "S" ENGINES RUNNING LIGHT OR HANDLING TRAIN IN FORWARD MOTION MUST NOT EXCEED 20 MILES PER HOUR.

ENGINES RUNNING BACKWARD ON MAIN TRACK BETWEEN OGDEN AND SPARKS MUST NOT EXCEED 20 MILES PER HOUR AND 15 MILES PER HOUR ON OTHER SUB-DIVISIONS.

CLASS F, SP AND MT ENGINES ON CURVES OF 7 TO 10 DEGREES MUST NOT EXCEED 25 MILES PER HOUR.

RELIEF OUTFIT HANDLING STEAM DERRICK MUST NOT EXCEED 25 MILES PER HOUR.

LIGHT ENGINES AND ENGINES WITH CABOOSES OR WITH CABOOSES ATTACHED TO PASSENGER EQUIPMENT MAY MAKE SPEED ALLOWED NOS. 20 AND 21 ON SALT LAKE TRESTLE AND FILLS BETWEEN LAKESIDE AND LITTLE MOUNTAIN.

LIGHT ENGINES EXCEPT YARD ENGINES MUST NOT EXCEED 35 MILES PER HOUR, VALLEY PASS TO MONTELLO ON EASTWARD TRACK, MOOR TO WELLS ON WESTWARD TRACK AND TECOMA TO LUCIN ON EASTWARD TRACK.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

Page	BETWEEN	Passenger	Freight
	Over all Oil Spring switches facing Turnouts and Crossovers as follows:	15	15
2	Oreana end of double track	30	30
3	Rose Creek end of double track	25	25
3	Weso SP to WP Connection	25	25
4	Alazon WP to SP Connection	25	25
4	Speed for west switch West Elko westward (Be governed by special rule, page 10, for eastward movement.)	50	40
4	Wells east end track No. 1	25	25
5	Lucin end of double track	30	30
5	Lakeside end of double track	30	30
5	Engle	20	12
5	Colin east switch	20	12
5	Weber Junction	25	25
2-3-4-5-6-7-8	All other turnouts and crossovers	10	10
2	Sparks to Fernley eastward except No. 24		30
3-4	Tunnels, Imlay and Carlin Subdivisions	40	25
3-4	Interlocking plants, westward trains not using turnouts	45	30
3	3 miles west of Tyrol and Palisade	35	25
3	Over crossings Eureka Nevada Railway west of Palisade	30	20
4	Wells to Moor on both tracks	35	35
4	Moor to Wells on eastward track	30	20
4	Moor to Wells on westward track	40	20
4	Valley pass to Cobre on either track		25
4	Cobre to Tioga on eastward track	40	20
4	Cobre to Montello on westward track	30	20
4	Tioga to Montello on eastward track		20
4	Montello to Valley Pass on either track	40	30
5	State line and Lucin on eastward track		25
5	West end Great Salt Lake Trestle and end double track Lakeside	35	30
5	On Great Salt Lake Trestle	20	15
5	West switch Saline and east end Great Salt Lake Trestle	35	30
5	MP 766½ to east switch Promontory Point	35	30
6	Fernley and Susanville	40	30
6	Susanville and Westwood Jct.	25	15
6	Westwood Jct. and Westwood	35	20
6	Over Western Pacific R. R. Crossing Flanigan	15	15
7	Hazen and Mina	45	35
7	Mina and Tonopah Jct.	40	30
7	Tonopah Jct. and Queen	15	15
7	Queen and Hammil	20	20
7	Hammil and Chalfant	30	30
7	Chalfant and Laws	20	20
7	Laws and Keeler	30	30
8	Filben and Candelaria	15	15
8	Churchill and Mount House	20	15
8	Fallon and Hazen	30	25
8	Lucin and Kelton	20	20
8	Kelton and Corinne	25	25

Speed of Train Regulated by Ordinance Through City Limits

Page	STATION	Passenger MPH	Freight MPH
2	Lovelock Passing station	30	30
3	Winnemucca Bridge Street	30	30
3	Battle Mountain passing station	30	30
4	Elko through yard	15	15
4	Wells passing station	30	30

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	Description	No.	Over	East of
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
344.32	Overhead Crossing			Lovelock
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
518.80	Bridge	6	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.02	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
774.24	Bridge	1	Weber River	Reese
778.49	Bridge	2	Weber River	West Weber (eastward track)
460.56	Tunnel			Mt. Montgomery
242.90	Transfer Track		Side	Reno

Attention of all employees is directed above to list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon
Ogden	Dr. Wm. M. McKay	Assistant District Surgeon
Ogden	Dr. R. L. Draper	District Surgeon
Ogden	Dr. E. C. Rich	Consulting Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham City	Dr. L. P. Mahannah	Emergency Surgeon
Montello	Dr. H. R. Belnap	District Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon
Elko	Dr. R. P. Roantree	District Surgeon
Carlin	Dr. C. W. Eastman	District Surgeon
Battle Mountain	Dr. S. R. Clark	District Surgeon
Winnemucca	Dr. Geo. F. Pope	District Surgeon
Winnemucca	Dr. Chas. E. Swezy	Assistant District Surgeon
Imlay	Dr. John T. Beale	District Surgeon
Lovelock	Dr. E. K. Smith	District Surgeon

COMPANY SURGEONS—Concluded

LOCATION	NAME	TITLE
Sparks	Dr. T. H. Harper	District Surgeon
Sparks	Dr. H. A. Paradis	District Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon
Reno	Dr. Horace J. Brown	District Surgeon
Reno	Dr. M. R. Walker	District Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Fernley	Dr. S. Lees Joslin	District Surgeon
Fallon	Dr. H. K. Wilson	District Surgeon
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. G. R. Fortson	District Surgeon
Schurz	Dr. J. T. Reese	Emergency Surgeon
Mina	Dr. D. A. Smith	District Surgeon
Bishop	Dr. Harvey Crook	District Surgeon
Independence and Cartago	Dr. J. A. Loundagin	District Surgeon
Lone Pine	Dr. M. A. Williamson	Emergency Surgeon
Mason	Dr. W. M. Edwards	District Surgeon
Carson City	Dr. L. P. Monson	Emergency Surgeon
Carson City	Dr. Edward E. Hamer	District Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL........SAN FRANCISCO
DIVISION HOSPITAL, DEE HOSPITAL........OGDEN
EMERGENCY HOSPITAL........OGDEN
EMERGENCY HOSPITAL........SPARKS
EMERGENCY HOSPITAL........MINA

LOCATION OF STRETCHERS

Ogden	Montello	Elko	Imlay	Sparks	Mina
Promontory Pt.	Cobre	Carlin	Lovelock	Susanville	Laws
Lakeside (Quarry)	Wells	Battle Mtn.	Hazen	Westwood	Keeler
	Deeth	Winnemucca	Fernley	Wabuska	

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS—POUNDS

Class	All Steel	Steel Underframe	Wood
Baggage, 60 ft.	93,070		
" 66 ft.	127,610		
" 70 ft.	122,620		
"		87,120	81,120
" (Dynamo)	98,730		
Baggage and Mail, 60 ft.	103,620		
" " " 69 ft.	124,760		
" " " 70 ft.	129,140		
" " "		103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Baggage (CM&StP)	125,000		
Express, Refr. (NP RR)		74,000	60,000
" " (GN RR)			70,000
" " (A. R. E.) No. 40- 154		78,000	
" " " " " 155- 224		89,000	
" " " " " 500- 506		110,000	
" " " " " 1101-1175		85,000	
" " (P. F. E.) " 500- 799		83,000	
Tea and Silk			48,180
Express, Horse	133,050		81,033
Postal	112,120		
Postal Storage, 40 ft.	74,530		
" " 60 ft.	105,120		
Club	146,210	122,300	
Official	170,700	155,370	109,370
" (CM&StP)	141,000		
Chair	100,620		84,740
Coaches, 60 ft.	98,130		
" 70 ft.	137,640		
" 72 ft.	139,660		
" 73 ft.	148,040		
" 72 ft. Interurban	120,000		
" (CM&StP)	133,000		
"			81,210
All-Day Lunch, Chair	105,970		
" " Coach	103,875		
Cafe-Coach			117,200
Diner, 70 ft.		135,930	131,040
" 72 ft.	155,330	146,930	134,530
" 77 ft.	157,240	165,530	
" 79 ft.	169,100		
Cafe-Observation	148,950		128,550
Observation		141,870	121,300
Pullman Observation	163,600	153,000	
" Parlor	155,600	147,500	
" Standard Sleeper	164,600	144,000	
" Tourist	140,600	133,000	
(CM&StP) Tourist Sleeper	141,000		
Rail Car, Gas & Electric	143,360		
" " McKeen, 55 ft.	64,140		
" " " 70 ft.	71,530		
Observation (Open Top)			62,000

RATING OF LOCOMOTIVES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sparks to Lovelock	Lovelock to Carlin Imlay to Sparks	Carlin to Imlay	Carlin to Wells Weso to Alazon	Hazenand Wabuska Wells to Moor Montello to Valley Pass	Holborn to Icarus Montello to Ogden Valley Pass to Pequop Holborn to Carlin Alazon to Weso	Moor to Holborn Icarus to Montello Pequop to Holborn	Ogden to Jackson	Jackson to Lucin	Lucin to Montello	Wabuska and Mina	Churchill and Dayton	Dayton and Moundhouse	Fernley to Wadsworth	Wadsworth to Dodge	Dodge to Susanville	Susanville to Wadsworth	Wadsworth to Fernley	Susanville to Westwood Single	Susanville to Westwood Helper 1.0	Westwood to Susanville Single	Lucin to Brigham	Brigham to Lucin
M-4	M-63 20/28 126	1615 to 1719	190	4900	3800	4600	2950	2630	3340	6360	4350	3800	2950	1400	2330	650	....	....	....	....	....	....	....	....	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	6000	4650	5700	3640	3280	4110	7800	5400	4700	3640	1730	2880	830	5350	2600	5350	4500	3000	980	1960	1830	1660	1340
T-18	T-57 18/24 72	2004, 2006	150	3000	2300	2800	1800	1560	2030	3850	2650	2300	1800	830	1400	380	....	....	....	....	....	....	....	....	....	....
T-10	T-57 18/24 86	2137 to 2151																								
T-9	T-57 18/24 90	2156	160	3150	2400	3000	1920	1660	2160	4100	2850	2500	1920	880	1490	400	....	....	....	....	....	....	....	....	840	670
T-9	T-57 18/24 83	2160 to 2165, 2171, 2173																								
T-2	T-63 19/24 105	2221 to 2234																								
T-1	T-63 20/26 112	2235 to 2273	180	4350	3300	4100	2680	2370	3010	5640	3950	3400	2680	1220	2090	590	....	....	....	....	....	....	....	....	1170	930
T-23	T-63 21/28 148-S	2301 to 2310	210	6300	4900	6000	3830	3460	4330	8220	5650	4950	3830	1830	....	....	5600	2750	5600	4750	3150	920	1840	1730	....	....
T-23	T-63 21/28 145-SF																									
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	6900	5350	6550	4190	3800	4740	9000	6200	5400	4190	2010	....	....	....	....	....	....	....	....	....	....	....	....
T-32	T-69 23/28 174-S	2363 to 2384	210	6900	5350	6550	4280	3700	4800	8950	6300	5450	4280	1970	....	....	....	....	....	....	....	....	....	....	....	....
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	5500	4250	5200	3490	2950	3900	7250	5100	4450	3490	....	....	....	4900	2350	4900	4150	2700	840	1680	1640	....	....
P-8	P-73 25/30 180-S	2461 to 2475, 2478 to 2483	200	7600	6000	7300	4710	4060	5320	10100	7000	6100	4710	....	....	....	6850	3300	6850	5800	3800	800	1600	1560	....	....
P-8,10	P-73 25/30 181-SF																									
P-8	P-73 25/30 183/B-63-SF	2461 to 2475	200	7600	6000	7300	5000	4300	5650	10700	7350	6400	5000	....	....	....	....	....	....	....	....	....	....	....	....	....
C-9,10	C-57 22/30 200-SF	2513 to 2599																								
C-9,10	C-57 22/30 194-S	2752 to 2860	210	7600	6000	7300	4590	4210	5210	10000	6800	5950	4590	2200	....	....	6800	3300	6800	5750	3800	1260	2520	2340	....	....
C-8	C-57 22/30 192-S	2698 to 2751																								
C-5	C-57 22/30 180	2624 to 2679	200	6900	5350	6500	4080	3710	4640	8920	6050	5300	4080	1970	....	....	6800	3300	6800	5750	3800	....	....	....	....	....
C-5	C-57 22/30 178	2680 to 2693																								
C-2	C-57 22/34 180-S	2600 to 2611	190	7300	5700	6900	4200	4020	4850	9500	6350	5550	4200	2110	....	....	6500	3200	6500	5500	3650	....	....	....	....	....
C-2	C-57 22/34 172	2600 to 2611	185	6900	5350	6500	3880	3700	4460	8700	5800	5050	3880	1910	....	....	5950	2900	5950	5050	3350	....	....	....	....	....
MK-2,4	MK-57 $23\frac{3}{4}/30$ 206-S	3200 to 3240	210	9000	7000	8500	5400	4980	6130	12000	8000	7000	5400	....	....	....	8000	3950	8000	6800	4500	1520	3040	2780	....	....
MK-2,4	MK-57 $23\frac{3}{4}/30$ 206-SF																									
MK-5,6	MK-63 26/28 210-S	3241 to 3277	200	9000	7000	8500	5610	5100	6340	12000	8300	7250	5400	....	....	....	8000	3950	8000	6800	4500	1420	2840	2620	....	....
MK-5,6	MK-63 26/28 210-SF																									
F-1	F-63 $27\frac{1}{2}/32$ 273-S	3600 to 3652	200	11200	8750	10600	6700	6180	7610	12000	9900	8650	6700	....	....	....	....	....	....	....	....	....	....	....	....	....
F-4,5	F-63 $29\frac{1}{2}/32$ 306/B-61-SF	3668 to 3763	200	12800	10000	12100	8000	7440	8000	12000	11850	10350	8000	....	....	....	....	....	....	....	....	....	....	....	....	....
F-4,5	F-63 $29\frac{1}{2}/32$ 306/B-62-SF	3764 to 3768																								
MM-2	MM-63 $\frac{25\frac{3}{8}}{28}$ 320-SF	4200 to 4211	200	11500	9000	10900	7910	7220	8000	12000	10250	8950	7910	....	....	....	....	....	....	....	....	....	....	....	....	....
MT-1,3,4	MT-73 28/30 246/B-60-SF	4300 to 4364	210	10300	8000	9700	6650	5850	7500	12000	9850	8600	6650	....	....	....	....	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Car		Less than 40 M's		6	6	6	6	3	6	6	6	6	6	6	3	3										
		40 M's to 50 M's		3	3	3	3	0	3	3	3	3	3	3	0	0										
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0										
								Helper 1.0 Wells to Moor Montello to Valley Pass																		

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers

"M"—"Moguls"
"Mk"—"Mikado"
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

TRAINMASTERS

B. D. RICHART .... Ogden
E. C. PEARCE .... Carlin
G. H. MOORE .... Sparks
E. D. KIRK, Assistant Trainmaster .... Susanville
GEO. E. ROBINSON, Terminal Trainmaster. Montello
H. P. ROBINSON, Terminal Trainmaster ... Montello
B. J. SEARS, Terminal Trainmaster .... Imlay
J. F. GREEN, Terminal Trainmaster .... Imlay

CHIEF TRAIN DISPATCHERS

F. W. SMITH .... Ogden
H. G. VALLEAU .... Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS

J. E. VAIL .... Ogden
C. O'LAUGHLIN .... Ogden
H. F. McDONALD .... Sparks
G. B. McNABNEY .... Sparks

TRAINMASTER AND ROADMASTER

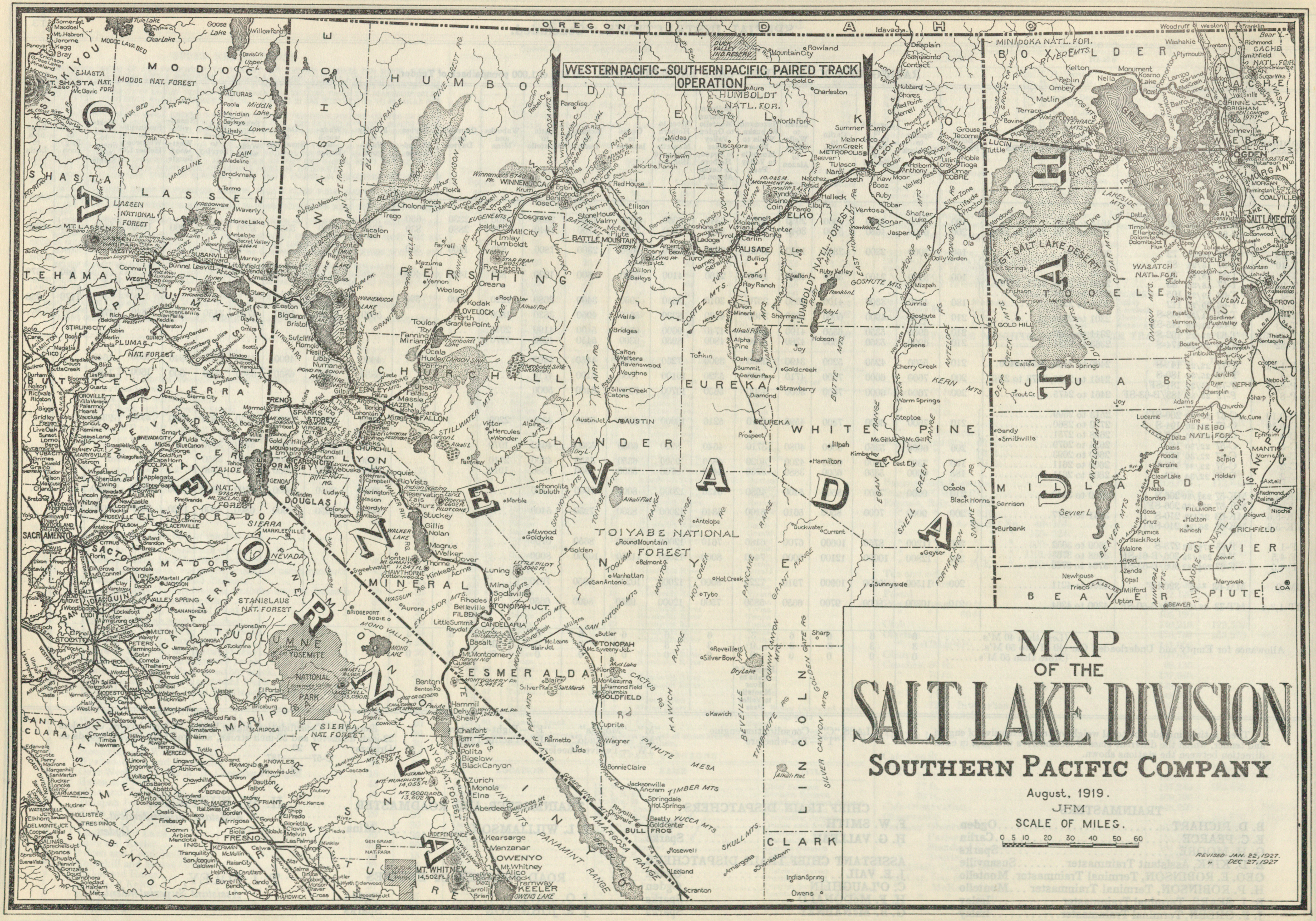
T. L. WILLIAMSON .... Mina

ROAD FOREMEN OF ENGINES

J. Q. DAVIS .... Ogden
J. R. JOHNSTON .... Sparks

H. W. WISTNER,
Assistant Superintendent,
Ogden.

T. J. FOLEY,
Assistant Superintendent,
Sparks.


MAP
OF THE
SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY
August, 1919.
JFM
SCALE OF MILES.
0 5 10 20 30 40 50 60
REVISED JAN. 22, 1927.
DEC. 27, 1927
WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK
OPERATION
OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
HUMBOLDT
ELKO
WASHOE
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
NYE
LINCOLN
CLARK
ESMERALDA
MINERAL
LYON
DOUGLAS
BOX ELDER
CACHE
WEBER
MORGAN
TOOELE
JUAB
MILLARD
BEAVER
SEVIER
PIUTE
MODOC
LASSEN
SHASTA
TEHAMA
PLUMAS
SIERRA
PLACER
AMADOR
TOIYABE NATIONAL
FOREST
GT. SALT LAKE DESERT
OGDEN
SALT LAKE CITY
SACRAMENTO
RENO
SPARKS
WINNEMUCCA
BATTLE MOUNTAIN
PALISADE
ELKO
LOVELOCK
FALLON
TONOPAH
GOLDFIELD
CARLIN
LUCIN
MT. WHITNEY
YOSEMITE
NATIONAL
PARK
FRESNO
STOCKTON